

**APPENDIX F**  
**I-405 Corridor Program**  
**Agency Communications**

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## APPENDIX F: AGENCY COMMUNICATIONS

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This appendix contains only key written communications with affected agencies concerning the I-405 Corridor Program EIS. A more extensive record of agency communications is included in the records of the I-405 Corridor Program Executive and Steering Committees, and in the Administrative Record for the I-405 Corridor Program. Both of these are on file at the WSDOT Urban Corridors Office.

As detailed in Section 6, Agency Coordination, and Section 7.2, Project Committees, the I-405 Corridor Program has benefited from an extensive agency coordination program that has involved agency representatives in issues resolution and decision-making on a frequent and on-going basis. See especially the chronology of agency and public involvement contained in Table 6-1. This approach substantially reduced reliance on formal letters as these communications have been largely accomplished through committee meetings, direct agency meetings, telephone conversations, and e-mail correspondence.

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**City of Bellevue**



## I-405 Corridor Program EIS Concurrence Form

Date sent:: September 29, 1999

**Concurrence Point: 1. Purpose and Need -**

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency:

Signature:

Title:

Date:

*City of Bellevue*  
*Goran Gunnarsson*  
*Transp. Director*  
*10/6/99*

Concur

Non-concur  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: ( describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov





AUG 20 2000

# EIS Concurrence Form

**Date sent:: July 20, 2000**

**Concurrence Point:** 1. *Draft EIS Alternatives -*

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

**Agency:**

**Signature:**

**Title:**

Date:

*Concur*

**Non-concur**

(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov





City of  
Bellevue

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**BELLEVUE'S REGIONAL TRANSPORTATION VISION**

**BEST SERVED BY I-405'S "MIXED MODE":**

**ALTERNATIVE 3**

## Why Bellevue's Regional Transportation Vision Is Best Served by I-405's "Mixed Mode"—Alternative 3

### KEY MESSAGES

- **Bellevue's Downtown—Maturing into a Truly Urban Center.** Bellevue's Downtown is the single *Metropolitan Urban Center* as defined by Vision 2020 in East King County comprised of a high-density mix of business, residential, public and cultural uses. In accordance with the state Growth Management Act, Bellevue is focusing the bulk of the new growth in downtown. In order to engage the tremendous growth (*employment rises from 35,000 to 79,000 by 2020; similarly, residential figures rise from 2,890 to 14,000*) that's coming. To best position itself for the future, Bellevue is seeking comprehensive investments in multimodal travel. The I-405 Corridor Program is one of several major mobility efforts. One clear benefit of the I-405's Alternative 3 is that surrounding Bellevue neighborhoods will realize less congestion on the local street system as more trips can be accommodate on the regional spine of I-405.
- **General Purpose Lane Needs on I-405 through Bellevue.** The I-405 Program's Alternative 3 will likely require only one lane of general purpose travel in only a small segment of I-405—between NE 2<sup>nd</sup> and NE 10<sup>th</sup>. On either end of this segment, 2 GP lanes will be needed in addition to collector distributor lanes to address the need for new access points throughout Downtown—again—almost half the future travel market on I-405 through Bellevue is headed into Downtown. In short, Alternative 3's general purpose lane component meets the highway demand for the City's growth curve. The *proposed Bus Rapid Transit* system operating within the I-405's HOV lane appears to be a good idea, but demand may swamp the lanes by 2020. So what's next?
- **I-405 is a Building Block, Not the Entire Solution.** The I-405 Program addresses three parts of the total mobility solution for Bellevue: (1) adding necessary general capacity to meet future demand; (2) fixing the interchange "bottlenecks" at 167/I-405; I-90/I-405 and SR 520/I-405 via new HOV-to-HOV connections with huge congestion benefits and (3) investing unprecedented levels of new transit service into the I-405 Corridor and surrounding links. While together, the combination of these improvements are expected to play a significant role in providing real incentives for folks to carpool, vanpool or bus it to their destination, Bellevue's future Downtown growth trend will require a new generation of mobility building upon the mobility platform that the I-405 Program provides—*High Capacity Transit*.
- **An Eye to the Future: Creating a High Capacity Transit East/West Fix.** Sound Transit's long-term vision calls for high capacity transit solution that connects Downtown Seattle and Downtown Bellevue—the next highest priority for travel demand after the proposed North Light Rail line Seattle. In summary, the I-405 Program provides near-term mobility improvements for today's growth, whereas a high capacity transit with exclusive right-of-way to ensure high speed and reliability crossing Lake Washington at I-90 and/or SR 520 will prepare Bellevue for 2010 to 2020 growth period and beyond.

## **BACKGROUND INFORMATION**

### **I. Downtown Bellevue--Context**

*The Preliminary Preferred Alternative (PPA) adopted by the Executive Committee on January 25, 2001, included provisions for widening I-405 by up to two lanes throughout the corridor. The appropriate mix of freeway lanes passing 'through' downtown Bellevue versus freeway lanes serving downtown is based on several key findings:*

1. **Downtown Travel Demand.** Nearly half, 40-50% of peak hour traffic on I-405 will be coming from or headed to downtown Bellevue in 2020.
2. **Downtown Plan Consistency.** Bellevue is updating its Downtown Bellevue Implementation Plan, which includes a substantially increased population and employment forecast within the downtown along with a recognition that improved downtown access is necessary to support it. Concentrating growth within urban centers such as downtown Bellevue is consistent with the region's growth management goals.
3. **Only One Lane Needed in Short Downtown Segment Between NE 2<sup>nd</sup> and NE 10<sup>th</sup>.** Traffic analysis conducted by the I-405 Corridor Program in collaboration with the City's Downtown Implementation Update team showed that the I-405 mainline would operate well with one additional general purpose lane in each direction.
4. **Functionality of I-405/SR 520 Interchange Key to Downtown Operations.** The I-405 Corridor Program and the TransLake Washington study have been examining a variety of new designs at the I-405/SR 520 Interchange, each of which could have substantial effects on the design of I-405 through downtown Bellevue.

### **II. Downtown Bellevue--Conceptual Solution to Accommodate Mainline and Future Downtown Tra**

*The attached diagram illustrates the current proposal for the 'Preferred Alternative Development' (PAD) through downtown Bellevue. This proposal, while still conceptual in nature, has the following key elements:*

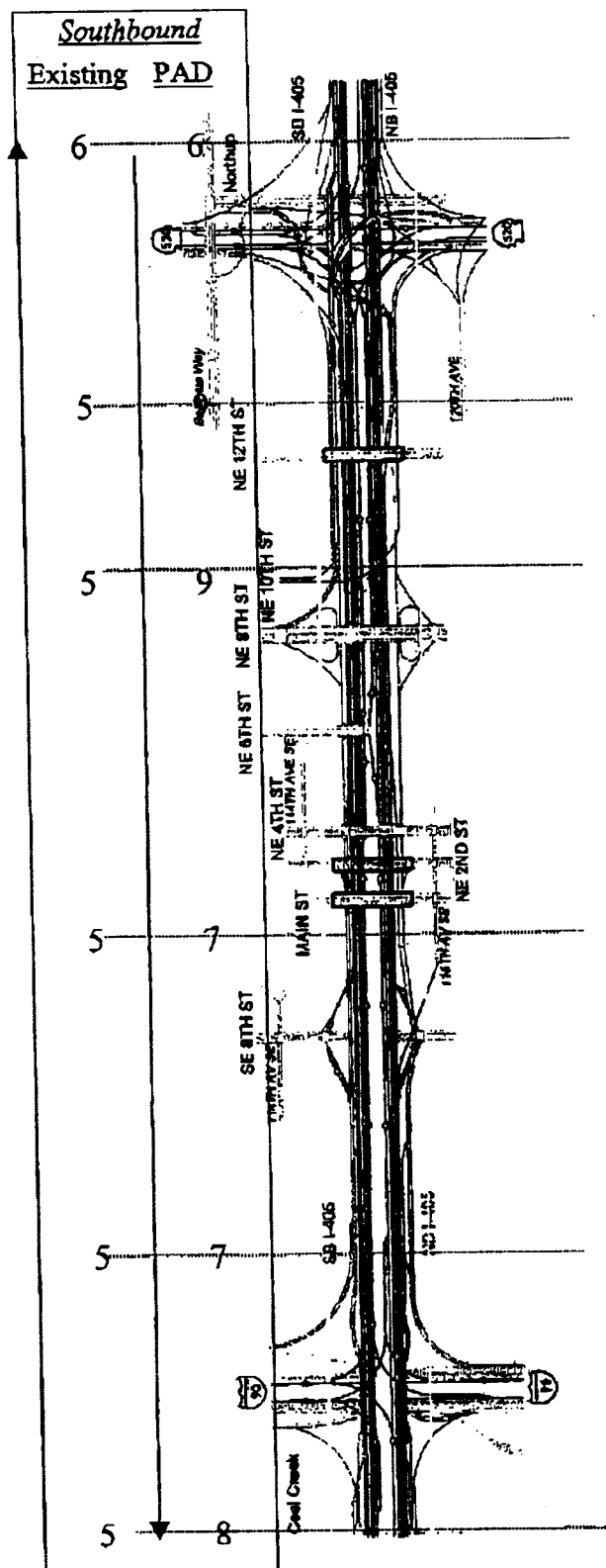
1. Addition of 2 General Purpose lanes in each direction between I-90 and NE 2<sup>nd</sup> St and NE 10<sup>th</sup> St and SR 520.
2. Addition of 1 General Purpose lane in each direction serving through traffic between NE 2<sup>nd</sup> St and NE 10<sup>th</sup> St and modification of collector-distributor lanes serving Bellevue-destined traffic- typically, 2 to 3 additional lanes will be provided.
3. Construction of new half interchanges at NE 2<sup>nd</sup> St for traffic to and from the south, and at NE 10<sup>th</sup> St for traffic to and from SR 520.
4. Provide HOV-to-HOV connections in the NW, SW and SE quadrants of the SR 520/I-405 interchange.
5. Provide HOV -to-HOV connections in the NW, NE, and SW quadrants of the I-90/I-405 interchange.

*This design concept would meet the overall objectives of the Preliminary Preferred Alternative for added freeway capacity through, and access to/from, downtown Bellevue. The total number of freeway lanes serving through traffic and local access traffic would increase by a minimum of two lanes each direction, with some sections adding up to 3 additional lanes. Additional downtown access would be provided at NE 10<sup>th</sup> St, NE 2<sup>nd</sup> St and at Northup Way.*

### **III. Guiding Design Principles for I-405 Through Downtown Bellevue**

*The foregoing design proposal can be distilled into the following guiding principles that can be included in the system-level decision for the I-405 Corridor Program.*

1. Traffic passing through downtown Bellevue can be accommodated through 2020 by the addition of one additional General Purpose lane in each direction along the I-405 mainline.
2. Local and through traffic on I-405 should continue to be separated through the judicious use of collector-distributor lanes through downtown Bellevue.
3. Additional freeway access to/from Bellevue is essential to serve the high density of trip demands, to better distribute the future growth, and to ensure downtown Bellevue traffic does not affect I-405 through traffic. Such access should be designed to efficiently distribute traffic destined to City of Bellevue arterial streets with a minimum number of new ramp connections directly onto mainline I-405.
4. Freeway access to/from downtown Bellevue can be targeted to specific origins and destinations (e.g. connections to SR 520 only) in order to better distribute the traffic demands within the corridor.
5. Grade separation (i.e. stacking) of ramps and freeway lanes should be encouraged to minimize the impacts on right-of-way and property.
6. HOV and transit access will remain a high priority within the corridor.
7. Bellevue Access Downtown will be a centerpiece for HOV/transit access at NE 6<sup>th</sup> St.
8. HOV-to-HOV connections will be provided for major movements between I-405 and SR 520 and I-90.
9. The design must accommodate enhanced arterial capacity serving downtown Bellevue, such as that currently being considered by the Downtown Bellevue Implementation Plan north-south (potentially 120<sup>th</sup> St, Bellevue Way and 112<sup>th</sup> St.) to both SR 520 and I-90.



<b>Northbound</b>		<b>Total</b>	
<b>Existing</b>	<b>PAD</b>	<b>Existing</b>	<b>PAD</b>
5	7	11	13
5	9	10	18
5	8	10	17
5	7	10	14
5	8	10	15
4	8	9	16





RECEIVED  
APR 08 2002

City of  
Bellevue



Post Office Box 90012 • Bellevue, Washington • 98009 9012

April 4, 2002

Mr. Michael Cummings  
Washington State Department of Transportation  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862

Dear Mike:

The City of Bellevue is pleased that the I-405 Corridor Program has succeeded in developing a consensus on a multimodal transportation vision for the Eastside that is consistent with adopted growth policies. Further, the success of this reinventing NEPA process is commendable. It proves that it is possible to streamline major projects through environmental review while including key regulatory agencies. We are hopeful that lessons learned from this process will help to streamline other environmental processes.

Bellevue concurs with the I-405 Corridor Program Preferred Alternative and Mitigation Concept (CEP), with comments. We believe the information generated through the EIS process is adequate to move forward at this time, yet we have concerns about the CEP and believe there is a urgent need to better define conceptual corridor investments.

- **Corridor Environmental Program (CEP):** We agree with the goals and objectives of the CEP and would like to ensure that future agreements address the City's issues and concerns. A key issue for Bellevue is to ensure that the CEP approach, whether based on Water Resource Inventory Area (WRIA) or otherwise, is consistent with the City's programs as a whole. We look forward to further discussion and refinement of how the CEP will relate to local environmental policies, plans, and decisions inside and outside of the I-405 corridor.
- **Refinement of Investments:** The vision established by the I-405 Corridor Program preferred alternative is an enormous step toward meeting regional growth demands. We look forward to next steps toward implementation of the Program, when components of this "programmatic" vision will be better defined. Clearly, refinement of conceptual I-405 projects will require considerable discussion, as will the appropriate phasing of these investments.

Again, we anticipate revisiting these issues in the near future as the Program progresses. We applaud the I-405 Corridor Program in its approach and conclusion. If you have questions regarding our comments please contact me at (425) 452-4338 or Bernard van de Kamp at (425) 452-6459.

Sincerely,

A handwritten signature in black ink, appearing to read "Goran Sparrman".

Goran Sparrman, Director  
Transportation Department



## I-405 Corridor Program - Concurrence Point #3

Date sent: March 19, 2002

### Concurrence Point:

### Preferred Alternative and Mitigation Concept (CEP)

In signing this concurrence agreement, the Agencies with Jurisdiction agree to:

- 1.) Concur\* with the I-405 Corridor Program Preferred Alternative (Attachment A), and
- 2.) Mitigation Concept (Corridor Environmental Program – CEP) (Attachment B)

In signing this concurrence agreement, the State and Local Governments and Agencies that provide transportation services agree to:

- 3.) Pursue in good faith amendments of transportation plans and programs in order to implement the I-405 Corridor Program's Preferred Alternative and Corridor Environmental Program.

Agency:

City of Bellevue

Signature:



Title:

Director, Transportation Department

Date:

April 4, 2002

Circle one of the below:

Concur

Concur with Comment(s)

Non-concur

If the agency has selected Non-concur, they must include an explanation of what should be changed so that the agency could concur. (Describe here or attach.) Please return to: Michael Cummings, WSDOT, 401 Second Avenue South, Suite 300 Seattle, WA 98104-2862, [cumminm@wsdot.wa.gov](mailto:cumminm@wsdot.wa.gov).

\*Concurrence means:

- ☐ "Formal written determination by agencies with jurisdiction that the project information is adequate for the current phase of the process." At this phase, project information includes the Preferred Alternative Description, Corridor Environmental Program, PFEIS and Early Action Environmental Mitigation Decision Making Process.
- ☐ "Concurrence means that the project may proceed to the next phase without modification. Agencies agree not to revisit previous concurrence unless there is substantial new information, or substantial changes have been made to the project, the environment, laws and/or regulations."
- ☐ "Agencies will have the option to comment on elements of the project at the appropriate points in the process."  
(a) Agencies with jurisdiction will participate in additional project level environmental review under NEPA and SEPA at a greater level of detail. (b) WSDOT will continue to coordinate with agencies with jurisdiction and others implementing "Early Action" and other project level mitigation measures.
- ☐ "It is not intended that concurrence means that a permit will be issued-- just that the project information for the current phase is adequate." Agencies with jurisdiction will retain full permitting authority and the ability to condition or deny future project permits and approve or disapprove associated mitigation measures.

(Language in quotations is directly from Re-Invent NEPA definition of "Concurrence.")



**City of Bothell**



# CITY OF BOTHELL



18305 101st Ave. N.E. • Bothell, Washington 98011-3499

December 8, 1999

Mr. Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104

Dear Mr. Cummings:

Enclosed is the EIS Concurrence Form for the I-405 Corridor Program. The City Council on Monday, December 6, 1999 approved and concurs with the I-405 Corridor Program.

If you should have any questions, please call me at 425-486-3256.

Thank you.

Sincerely,

Jim Thompson,  
City Manager

JT/lkl

Copy: Mayor and Councilmembers  
Director John Medina, Public Improvements

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## I-405 Corridor Program EIS Concurrence Form

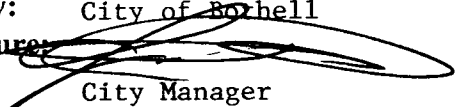
Date sent:: September 29, 1999

**Concurrence Point:** 1. *Purpose and Need* -

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency: City of Bothell  
Signature:   
Title: City Manager  
Date: December 08, 1999

**Concur**

**Non-concur**  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: ( describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov





## I-405 Corridor Program EIS Concurrence Form

Date sent:: July 20, 2000

Concurrence Point: 1. Draft EIS Alternatives -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency: CITY OF BOTHELL  
Signature: [Signature]  
Title: CITY MANAGER  
Date: 8/25/00

Concur

Non-concur  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov



# CITY OF BOTHELL



18305 101st Ave. N.E. • Bothell, Washington 98011-3403

December 13, 2001

Mr. Michael Cummings, Project Manager  
Washington State Department of Transportation  
401 Second Avenue South, Suite 300  
Seattle, Washington 98104-2862

RE: I-405 Corridor Program  
Preferred Alternative

Dear Mr. Cummings:

Following the I-405 project team's briefing to the Council on October 15, 2001, the City Council held public meetings on November 19, and December 10, 2001 to further discuss the proposed elements in the Preliminary Preferred Alternative (PPA). We understand that the I-405 Executive Committee approved a Preferred Alternative (PA) at the recent November 16, 2001, Executive meeting. The City Council would like to commend the Executive Committee, Steering Committee, Citizen Committee and all other interested parties and citizens who participated in this process. This two-year long process has been a very cooperative and open forum where information and updates of project development and analysis were easily accessible.

The approved PA builds on the Alternative # 3 of the Draft EIS with a mixed mode emphasis that would provide:

- Expansion of the I-405 by up to two mainline lanes in each direction
- Managed lanes up to two lanes on I-405
- Used-based pricing as part of regional strategy
- Bus Rapid Transit on entire I-405
- Study of fixed guideway HCT in core area in concert with Trans-Lake and Sound Transit Phase II studies
- Expansion of SR-167 by up to 2 lanes
- TDM Package
- Transit Expansion
- Arterial HOV priority
- HOV Lane on I-405 with direct Access Ramps
- Add Park and Ride Capacity to Match Demand
- Add Transit Center Capacity to Match Demand
  
- Basic I-405 Improvements
- Add Collector Distributor lanes on I-405 where needed
- SR-167 / 405 Interchange improvements
- Improve Connecting Freeway Capacity to I-405 (within one half mile from the freeway connections)

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Office of the City Manager

- Implement planned arterial improvements
- Expand Capacity on North-South Arterials
- Upgrade Connecting Arterial Connections to I-405
- Corridor Pedestrian and Bicycle Improvements, including long trails
- Corridor Intelligent Transportation System Improvements
- Corridor Freight Enhancements
- Preserve BNSF ROW for future transportation uses at time of rail use abandonment

With the decision of the PA, we understand that the stakeholders will be asked to review another key concurrence point as part of this national pilot program of the Reinventing NEPA process. The City will have the opportunity to comment on the PA as the third concurrence point by February 2, 2002. The Final EIS is expected to be published in March 2002.

We understand that the current environmental study is a programmatic EIS and the details of the specific projects will be examined at specific project levels. At this level of program study, the City Council has the following comments and concerns:

1. **Proposed New Interchange at Vicinity of 240<sup>th</sup> and MonteVilla Parkway:**

While the Council supports the study of the proposed new interchange in this vicinity, we will not support a direct connection, which will create cut-through traffic to any residential area. We request that the preliminary drawing of this interchange be modified to remove the line showing the western connection line. This new access is to provide improved accesses to the employment centers of the Business Park on the East side of the I-405 in conjunction with the proposed expansion of the mainline freeway and the interchanges at SR-522, NE 195<sup>th</sup> Street/Beardslee Blvd. and SR-527. We understand that WSDOT supports the study of this proposed interchange as part of the PA for I-405 but will require Federal Highway's approval of an Access Report at project level. At the October 15, 2001 Bothell City Council meeting, Mr. Craig Stone of WSDOT reinforced our understanding that this proposed interchange would not be constructed unless requested by the City of Bothell.

2. **SR 202 connection across SR 522 to 120<sup>th</sup> Ave NE:**

The City strongly supports this project. This proposed north-south arterial connection is very important to Bothell and provides a better, more direct and improved connection from the Woodinville-Redmond area to Bothell Business Park. This arterial supports the City of Bothell and Snohomish County's plans to complete a north-south arterial along 39<sup>th</sup> Avenue SE/35<sup>th</sup> Avenue SE from Bothell to South Everett, providing the only other arterial running parallel to I-405.

3. **Arterial Capacity Improvements as part of the I-405 PA:**

The City welcomes and strongly supports the much-needed improvements to numerous proposed State highways and city arterial capacity related improvements within the Bothell area. The I-405 PA must encompass integrated and interconnected transportation systems to affect a network that meets the future demand. These arterial streets must be improved to provide for adequate capacity so that our residential neighborhood streets do not become cut through routes.

4. **Other I-405 PA Programs within the City Limits:**

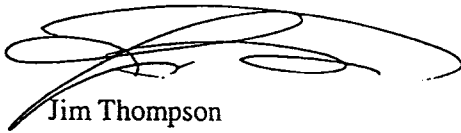
We are pleased that WSDOT and other transit agencies have expressed a commitment to work closely with City officials, affected parties, businesses and neighborhoods at project level.

5. **Mitigating Conditions:**

We are in agreement that mitigating requirements and conditions are an integral part of support for the PA. In addition to environmental enhancements with early action considerations, the City requests that neighborhood enhancements and mitigations be provided along the corridor, such as noise barriers, replanting of trees and minimizing acquisitions of additional right-of-way if at all possible. Strategic planning for State's funding packages of arterial improvements as mitigating conditions for the impacts of I-405 mainline construction shall be considered.

Thank you for the opportunity to participate with the I-405 project team members to move this forward to the completion of the Final EIS and meet the challenge of funding these large transportation investments for the 21<sup>st</sup> Century. We look forward to participating on the concurrence point of the PA over the next few months.

Sincerely,



Jim Thompson  
City Manager

cc: Bothell Mayor and Council  
Manny Ocampo, Assistant City Manager  
Dave Zabell, Director of Public Works  
Bill Wiselogle, Community Development Director  
Mark Ericks, Police Chief  
Marcus Kragness, Fire Chief  
Ilene Frisch, Finance Director  
Eddie Low, Engineering Manager  
Seyed Safavian, Transportation Manager





# City of Bothell

April 19, 2002

April 19, 2002

Mr. Michael Cummings, Project Manager  
Washington State Department of Transportation  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862

RE: I-405 Corridor Program  
Concurrence Point # 3

Dear Mr. Cummings:

Thank you for briefing the City Council on the Preferred alternative of the I-405 Corridor Program at the April 8, 2002 meeting in Bothell. Your briefing was very well received and I appreciate your assistance in bringing the whole Council up to speed on this important project.

Attached is Bothell's Concurrence Point # 3. The City at their April 15, 2002 regular meeting unanimously approve Concurrence Point # 3 with comments as stated at the City's letter of December 13, 2002.

If you have any questions, please feel free to call me at (425) 486-2768, extension 4464.

Sincerely,



Eddie Low, P.E.  
Engineering Manager

Cc: Dave Zabell, Director of Public Works  
Seyed Safavian, Transportation Manager

## Professionalism • Respect • Innovation • Dependability • Employee Accountability

City Administration  
18410 101 Avenue NE  
Bothell, WA 98011  
(425) 486-3256  
Fax: 486-2434  
[www.cityofbothell.wa.us](http://www.cityofbothell.wa.us)

Community Dev. & Public Works  
9654 NE 185th Street  
Bothell, WA 98011  
(425) 486-8157  
Fax: 486-2489

Fire and E.M.S.  
10726 Boardman Boulevard  
Bothell, WA 98011  
(425) 486-1678  
Fax: 486-4556

Police  
18410 101 Avenue NE  
Bothell, WA 98011  
(425) 486-1254  
Fax: 486-0650

Municipal Court  
10115 NE 185th Street  
Bothell, WA 98011  
(425) 486-5589  
Fax: 486-3035



**I-405 Corridor Program - Concurrence Point #3**

Date sent: March 19, 2002

**Concurrence Point:** Preferred Alternative and Mitigation Concept (CEP)

**In signing this concurrence agreement, the Agencies with Jurisdiction agree to:**

- 1.) Concur\* with the Major Elements of the I-405 Corridor Program Preferred Alternative (Attachment A), and
- 2.) Mitigation Concept (Corridor Environmental Program – CEP) (Attachment B)

**In signing this concurrence agreement, the State and Local Governments and Agencies that provide transportation services agree to:**

- 3.) Pursue in good faith amendments of transportation plans and programs in order to implement the I-405 Corridor Program's Preferred Alternative and Corridor Environmental Program.

**Agency:** City of Bothell

**Signature:**   
Manny Ocarpo

**Title:** Acting City Manager

**Date:** April 19, 2002

Circle one of the below:

**Concur**

**Concur with Comment(s)**

**Non-concur**

Comments: Please see the attached City letter dated December 13, 2001 from Jim Thompson to WSDOT.

If the agency has selected Non-concur, they must include an explanation of what should be changed so that the agency could concur. (Describe here or attach.) Please return to: Michael Cummings, WSDOT, 401 Second Avenue South, Suite 300 Seattle, WA 98104-2862, [cumminm@wsdot.wa.gov](mailto:cumminm@wsdot.wa.gov).

\*Concurrence means:

- "Formal written determination by agencies with jurisdiction that the project information is adequate for the current phase of the process." At this phase, project information includes the Preferred Alternative Description, Corridor Environmental Program, PFEIS and Early Action Environmental Mitigation Decision Making Process.
- "Concurrence means that the project may proceed to the next phase without modification. Agencies agree not to revisit previous concurrence unless there is substantial new information, or substantial changes have been made to the project, the environment, laws and/or regulations."
- "Agencies will have the option to comment on elements of the project at the appropriate points in the process."  
(a) Agencies with jurisdiction will participate in additional project level environmental review under NEPA and SEPA and all applicable laws and regulations at a greater level of detail. (b) WSDOT will continue to coordinate with agencies with jurisdiction and others implementing "Early Action" and other project level mitigation measures. (c) Concurrence on the Major Elements of the I-405 Corridor Program Preferred Alternative does not indicate individual project concurrence.
- "It is not intended that concurrence means that a permit will be issued-just that the project information for the current phase is adequate." Agencies with jurisdiction will retain full permitting authority and the ability to condition or deny future project permits and approve or disapprove associated mitigation measures.

(Language in quotations is directly from Re-Invent NEPA definition of "Concurrence.")



## **Community Transit**



RECEIVED  
OCT 19 1999

## I-405 Corridor Program EIS Concurrence Form

Date sent:: September 29, 1999

**Concurrence Point:** 1. *Purpose and Need* -

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency:

Signature:

Title:

Date:

Community Transit  
Director  
October 10, 1999

Concur

Non-concur  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: ( describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov





# I-405 Corridor Program EIS Concurrence Form

RECEIVED  
AUG 03 2000

Date sent:: July 20, 2000

Concurrence Point: 1. Draft EIS Alternatives -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency: Community Transit  
Signature: Jon Seidl  
Title: Director, Development & Information Technology  
Date: 7/28/00

Concur

Non-concur  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov



**I-405 Corridor Program - Concurrence Point #3**

**Date sent: March 19, 2002**

**Concurrence Point:**

**Preferred Alternative and Mitigation Concept (CEP)**

**In signing this concurrence agreement, the Agencies with Jurisdiction agree to:**

- 1.) Concur\* with the Major Elements of the I-405 Corridor Program Preferred Alternative (Attachment A), and
- 2.) Mitigation Concept (Corridor Environmental Program – CEP) (Attachment B)

**In signing this concurrence agreement, the State and Local Governments and Agencies that provide transportation services agree to:**

- 3.) Pursue in good faith amendments of transportation plans and programs in order to implement the I-405 Corridor Program's Preferred Alternative and Corridor Environmental Program.

**Agency:**

*Community Transit*

**Signature:**

*[Handwritten Signature]*

**Title:**

*Director, STT*

**Date:**

*4/29/02*

Circle one of the below:

**Concur**

**Concur with Comment(s)**

**Non-concur**

*If the agency has selected Non-concur, they must include an explanation of what should be changed so that the agency could concur. (Describe here or attach.) Please return to: Michael Cummings, WSDOT, 401 Second Avenue South, Suite 300 Seattle, WA 98104-2862, [cumminm@wsdot.wa.gov](mailto:cumminm@wsdot.wa.gov).*

\*Concurrence means:

- *"Formal written determination by agencies with jurisdiction that the project information is adequate for the current phase of the process." At this phase, project information includes the Preferred Alternative Description, Corridor Environmental Program, PFEIS and Early Action Environmental Mitigation Decision Making Process.*
- *"Concurrence means that the project may proceed to the next phase without modification. Agencies agree not to revisit previous concurrence unless there is substantial new information, or substantial changes have been made to the project, the environment, laws and/or regulations."*
- *"Agencies will have the option to comment on elements of the project at the appropriate points in the process."*  
(a) Agencies with jurisdiction will participate in additional project level environmental review under NEPA and SEPA and all applicable laws and regulations at a greater level of detail. (b) WSDOT will continue to coordinate with agencies with jurisdiction and others implementing "Early Action" and other project level mitigation measures. (c) Concurrence on the Major Elements of the I-405 Corridor Program Preferred Alternative does not indicate individual project concurrence.
- *"It is not intended that concurrence means that a permit will be issued-just that the project information for the current phase is adequate." Agencies with jurisdiction will retain full permitting authority and the ability to condition or deny future project permits and approve or disapprove associated mitigation measures.*

(Language in quotations is directly from Re-Invent NEPA definition of "Concurrence.")

## ISSUES ASSOCIATED WITH THIS CONCURRENCE

I-405 Corridor study is at another concurrency point. This one is requiring CT approval of the Preliminary Final EIS. The important CT transit issues for us are:

1. Support for the northern terminus being at one of the two possible activity centers:
  - CT recognizes that the preferred alternative assumed that the northern terminus of the BRT would be at Lynnwood. This is compatible with Lynnwood's long range strategy to make the Lynnwood P&R a high-density activity center - anchored by a government complex. The bulk of CT service (85%) passes/uses the Lynnwood P&R. ST is already making improvements to this transit center including the addition of 300 spaces and a direct access ramp.
  - Snohomish County has designated the land adjacent to Ashway Park & Ride as an Urban Center. Therefore a northern BRT terminus at Ashway is worth considering. An origin and destination study may be in order during the next phase of the I-405 Corridor Study.

**Funding for a full-scale transit center** needs to be included in the regional package. Please clarify how much was estimated for the northern terminus transit center, out of the \$30M listed in the draft WSDOT cost estimates.

Note that both of the locations listed above are slated for new ST I-5 HOV direct access projects. Neither allow use of the HOV lane on I-5 between the respective transit center and the I-405 HOV lane (the weave is too short). The preferred alternative includes HOV freeway-to-freeway connections to/from the north and south along I-5. These ramps would allow direct access to the HOV lanes on I-5. This functional improvement will put the *RAPID* into BRT by directly connecting the northern BRT terminus to the I-405. What portion of the FWY-FWY HOV costs estimated (WSDOT state package \$249M) is associated with I-5 to I-405?

2. Canyon Park is a recognized satellite activity center in PSRC's Vision 2020; hence justifying a Canyon Park Transit Center. Please clarify how much was estimated for the construction of this transit center, out of the \$30M that was listed in the draft WSDOT cost estimates. The I-405 corridor study project **also** needs to **include a transfer center at Bothell/UW campus**. The Bothell/UW campus transit station should include a pedestrian bridge that connects transfers for North Creek Business Park, Downtown Bothell and the Park and Ride lot. Specific plans for the 'transfer center' and 'transit center' need to be in the next round of engineering design drawings.
3. CT supports increasing the parking stall requirement for BRT from the initial 4,000 spaces to the 5,000 parking space level. The I-405 Corridor Study initially listed SE Snohomish County need as 800 additional P&R spaces (T.PR-44) by 2020. However the WSDOT 'Puget Sound P&R System Update Study'<sup>1</sup> of January 2001, indicates Canyon Park needs 600 additional spaces by 2010 and 900 additional spaces by 2020 (see table 8.1 on page 103). Please clarify how many additional P&R spaces would be allocated to SE Snohomish out of the \$125M regional package noted in the draft WSDOT cost estimates.
4. Upgrading SR 527 north of I-405 is important to CT routes 105, 107 and 435. Eventually CT envisions this corridor as a candidate for Arterial HOV and possibly even a leg to the BRT. This Mill Creek leg is similar in concept to the Kent leg that is now being incorporated into

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<sup>1</sup> Parsons Brincherhoff

the BRT scheme. Further study may reveal additional needs for HOV along this corridor, therefore CT wants **study funds for a SR 527 HOV arterial** treatment included in the I-405 Corridor Study Project.

5. Service hours. CT assumes that Sound Transit will be providing the bulk of the commuter service to the East Side from Snohomish County, e.g. all commuter hours associated with the BRT trunk service. This leaves CT to provide feeder service on local routes. At present CT is developing a service expansion plan that targets local service that could feed all potential BRT stations, i.e. UW/Bothell, Canyon Park, Lynnwood, Ashway and Mill Creek. If implemented these schemes would substantially fulfill the targeted CT's local 2/3<sup>rd</sup> transit increase by 2006 (WSDOT's estimates 21,700 revenue hours over no action by 2020 of which 2/3<sup>rd</sup> is ~14,450). Any other delivery on the ten year CT \$6M service improvement package, as proposed in the draft WSDOT cost estimates, would be via feeder service to the transit center at the northern terminus.



**City of Kirkland**





## I-405 Corridor Program EIS Concurrence Form

Date sent:: September 29, 1999

**Concurrence Point:** 1. *Purpose and Need* -

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency: City of Kirkland

Signature: 

Title: Councilmember

Date: 11/2/99

JOAN McBRIDE

**Concur**

**Non-concur**  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: ( describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov



## I-405 Corridor Program EIS Concurrence Form

Date sent: July 20, 2000

Concurrence Point: 1. Draft EIS Alternatives -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency:

CITY OF KIRKLAND

Signature:



JOAN MCBRIDE

Title:

CITY COUNCIL ; REPRESENTATIVE TO EAC

Date:

8-15-00

Concur

Non-concur  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov



**CITY OF KIRKLAND****Department of Public Works**

123 Fifth Avenue, Kirkland, WA 98033 425.828.1243

www.ci.kirkland.wa.us

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**MEMORANDUM**

To: Dave Ramsay, City Manager

From: Jim A. Arndt, P.E., Public Works Director

Date: June 25, 2001

Subject: CITY COUNCIL – I-405 POSITION STATEMENT

The following statements represent the position of the Kirkland City Council regarding the I-405 corridor study:

1. High Capacity Transit.  
*The high capacity transit core area should extend to Totem Lake in the I-405 corridor and additional consideration should be given to high capacity transit located north of SR520. Either Rail or Bus Rapid Transit should be on a separate right-of-way.*
2. Preferential lanes for transit and HOV on arterials.  
*The City supports continued work with transit providers and other agencies to identify appropriate treatments for transit and HOV on arterials. These treatments may include BAT lanes, queue by-pass lanes at intersections and/or HOV lanes.*
3. Direct Access for Transit and HOV to and from I-405  
*The City supports HOV/transit direct access at NE 85<sup>th</sup> Street, Totem Lake at NE 128<sup>th</sup> Street bridge (with two general purpose lanes) and South Kirkland Park-and-Ride. This will require construction of new interchanges. Further study is necessary to determine whether or not Park-and-Ride capacity should be added at NE 85<sup>th</sup> Street.*
4. Collector Distributor Lanes between NE 70<sup>th</sup> Street and NE 85<sup>th</sup> Street and between NE 116<sup>th</sup> and NE 124<sup>th</sup> Street.  
*The City of Kirkland is supportive of collector distributor lanes such that no more than two lanes in each direction, inclusive of general purpose lanes, be added.*
5. Implement Planned Arterial Improvements.  
*The City supports planned arterial improvements as outlined in their CIP and 2012 Project List. They include NE 120<sup>th</sup> Street (Slater to 124<sup>th</sup> Avenue); 124<sup>th</sup> Avenue NE (NE 85<sup>th</sup> Street to NE 116<sup>th</sup> Street, three lanes); 124<sup>th</sup> Avenue NE (NE 116<sup>th</sup> Street to NE 124<sup>th</sup> Street, five lanes); NE132nd Street (100<sup>th</sup> Avenue NE to 116<sup>th</sup> Avenue NE, three lanes). These projects are on the City's 2012 Project List. Three lane improvements include one lane in each direction with a center left turn lane; five lane improvements include two lanes in each direction with a center left turn lane.*
6. Upgraded Arterial Access.  
*The City supports improving arterial access at NE 70<sup>th</sup> Street, NE 85<sup>th</sup> Street, NE 116<sup>th</sup> Street, NE 124<sup>th</sup> Street, and NE 132<sup>nd</sup> Street in order that general purpose, HOV, and transit may more easily access a*

Memorandum to Dave Ramsay

November 15, 2001

Page 2

*modified I-405. Widening necessary for improved access would include widening that may be done for HOV/transit lanes, i.e. arterial access widening would not add a lane if a lane was added for Transit/HOV.*

7. Pedestrian and Bicycle Improvements.

*The City supports use of the Burlington Northern Santa Fe Railroad right-of-way from Renton to Woodinville as an integral part of alternative transportation solutions. Right-of-way acquisition for this long trail element should be a first priority and begin as soon as possible. The City also supports a crossing of I-405 via a NE 10th Street Ped Bridge/Emergency Access project.*

8. Two General Purpose (GP) Each Direction on I-405.

*The City supports up to two GP lanes in each direction. Design should minimize right-of-way take and use cut and cover and stacking where cost effective to minimize right-of-way acquisition. Construction of appropriate mitigating measures that also promote connection of neighborhoods should be provided. Connections across I-405 for public safety should also be provided.*

9. Burlington Northern Santa Fe Railroad Right-of-Way.

*The City supports preservation of the right-of-way for current and future public transportation use.*

ARNDT/RAMSAY40.DOC:JAA\ln



November 15, 2001

Mr. Mike Cummings  
I-405 Corridor Program  
Washington State Department of Transportation  
401 Second Avenue South, Suite 300  
Seattle, Washington 98104-2862

Subject: CITY OF KIRKLAND PREFERRED ALTERNATIVE

Dear Mr. Cummings:

The City of Kirkland, at their November 7, 2001 City Council meeting, established Alternative 3 as the Preferred Alternative to move forward for evaluation in the final Environmental Impact Statement. Alternative 3 reasserts the position taken by the City Council in June which is attached to this letter.

As a part of its support for Alternative 3, the City Council would also like the concept of managed lanes studied as a part of Alternative 3 in the final Environmental Impact Statement.

We would like to take this opportunity to express our thanks to you and all of the Executive Committee members (including Kirkland representatives, Joan McBride, Executive Committee Member and Sants Contreras, Alternate) in taking on such a complex study. For the region to see benefit from the I-405 Corridor, it is imperative that the work begun by the Executive Committee move from the consensus and study phase to working with the Legislature in adopting an implementation strategy that results in the Alternative 3 concepts becoming reality.

Sincerely,

CITY OF KIRKLAND

A handwritten signature in black ink, appearing to read "Larry Springer", is written over the printed name.

Larry Springer, Mayor

Attachment

ARNDT\KARGIANIS.DOC:LS\JAA\in





## **Muckleshoot Indian Tribe**





## **MUCKLESHOOT CULTURAL RESOURCES PROGRAM**

39015 172nd Avenue S.E. • Auburn, Washington 98092-9763

Phone: (360) 802-2202 • FAX: (360) 802-2242



March 27, 2001

RECEIVED  
APR 02 2001

Jim Leonard, Urban Transportation and Environmental Engineer  
Federal Highway Administration  
711 S. Capitol Way, Suite 501  
Olympia, WA. 98501

Dear Mr. Leonard,

The Muckleshoot Culture Committee and Staff have reviewed and discussed the I-405 presentation by Mike Cummings of Washington State Department of Transportation at our offices on February 26, 2001. We have many questions and concerns relating to this project, and the procedures that WSDOT is following relating to both NEPA and SEPA compliance.

Specifically, it was stated at this meeting that an overall Environmental Impact Statement of the project was not going to be drafted, instead individual documents would be written for project segments. By segmenting the analysis, a comprehension of the cumulative impacts from the project on environmental resources cannot be evaluated and will be avoided. The project is proposed to take up to 20 years and impacts are to be felt over and beyond that length of time. Alternatives were discussed, but not analyzed for potential effects to endangered species of salmon, wildlife or the potential for damaging cultural resources within the project area. In fact, it was stated that a cultural resources survey has not yet been completed, which will be required for Section 106 compliance, at a minimum.

These issues are significant, and early consultation to determine appropriate compliance strategies is central to the Tribe's resource programs. A Environmental Impact Statement with full analysis of impact to natural resources and cultural resources, incorporating studies to support environmental analyses, should be published for public review.

We understand the short timeline that you are on, but federal and state laws require analysis of potential impacts before your project continues. At this time we are requesting project footprints for all alternatives that were outlined at the meeting, including the potential for future expansion of the highway, and any other relevant information relating to the project that was not presented to us on February 26.

The Committee and Staff would like to request a follow up meeting after the information requested has been sent. It may be useful to begin discussions for a Programmatic Agreement for consultation in the near future. Please call me to set up logistics for this meeting at (360) 802-2202, extension 105. Thank you for your prompt response in our requests.

Sincerely,

A handwritten signature in black ink, reading "Melissa Calvert", written over a horizontal line.

Melissa Calvert, Coordinator  
Muckleshoot Wildlife and Cultural Resources Programs

cc: John Okamoto, WSDOT Northwest Regional Administrator  
Michael Cummings, WSDOT Office of Urban Mobility

2200



## Muckleshoot Indian Tribal Council

Office of The Chairman

39015 172nd Avenue S.E. • Auburn, Washington 98002-9763

(253) 939-3311 Fax (253) 931-8570



December 27, 2001

Secretary Douglas MacDonald  
Washington State Department of Transportation  
310 Maple Park Avenue SE  
P.O. Box 47318  
Olympia, WA 98504

RECEIVED

JAN 09 2002

Office of the Secretary  
Department of Transportation

Dear Secretary MacDonald:

We appreciate your meeting with the Muckleshoot Indian Tribe on December 6, 2001, to discuss mutual areas of interest and concern. We truly believe continued meetings and communications between your office and the Muckleshoot Tribe will prove to benefit both governments on a variety of issues, not to mention the ongoing discussions necessary to formalize the Government-to-Government Consultation process.

To follow up on this meeting, below is a summary with a request for clarification on a few key matters.

1. We restate our opposition to SB6188 Implementation of the Transportation Permit Efficiency and Accountability Committee and request your assistance to identify alternatives to the proposed structure and purpose. As noted in our meeting, transportation plans impact more than fisheries and we do not feel NWIFC or the CRITFC could adequately identify and address the issues of the Muckleshoot Indian Tribe.
2. We request continued updates and meetings with the Department of Transportation on both projects and policies that may impact the Usual and Accustomed areas of the Muckleshoot Indian Tribe.
3. Regarding the First Avenue Bridge project, the transfer of land from WSDOT to the Muckleshoot Tribe is contingent on WSDOT, the Port of Seattle, and the City of Seattle agreement. We would appreciate your office continued efforts to finalize that agreement.
4. State Route 164 that runs through the Muckleshoot Tribal Reservation remains a high-speed thoroughfare resulting in increased traffic safety issues. Through the hard work of many of our staff, we shared with you a recent traffic safety corridor study concluded on section of SR164. We would like to coordinate with your office on prioritizing the funding for the many recommendations that were presented, including reduced speed zone, increase number of traffic lights, walkways/sidewalks, and street lighting to name a few.
5. Interstate 405 continues to be an area of interest and concern for the Muckleshoot Tribe as we had mentioned in our meeting. The ongoing plans for expansion must include direct and sincere discussions with the Muckleshoot Tribe and WSDOT. You had recommended that we work with the 405 Executive Committee; however, it is my understanding that this committee has, for the most part, completed its

YCH

with 12/27/01

2200143

SEP 11 6:12 PM

recommendations through a number of meetings during the past 18 months. We ask to work directly with WSDOT on this project, instead of working through our mutual issues via the I-405 Executive Committee. We will work with Colleen Jollie to set these direct meetings with your staff.

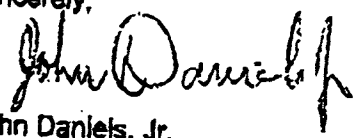
The Alaskan Way Viaduct proposed construction or repair directly impacts both fisheries and cultural/historic preservation of the Tribe. We request your assistance in updating the Tribe on the current status of the Alaskan Way Viaduct project and to work directly with the Tribe to resolve any issues that may arise from this project.

We will be forwarding our request for road signage under separate cover. We appreciate your time and effort to these matters.

The Government-to-Government Consultation process must have the attention it deserves in order for it to be successful. We fully commit to this process and look forward to continued contact and meetings with you and your staff.

If you have questions, please feel free to call our Intergovernmental Affairs Liaison, Claudia Kauffman or myself.

Sincerely,



John Daniels, Jr.  
Chairman - Muckleshoot Indian Tribe

## **National Marine Fisheries Service**







UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
HABITAT PROGRAM/OLYMPIA FIELD OFFICE  
510 Desmond Drive SE/Suite 103  
LACEY, WASHINGTON 98503

September 8, 2000

Mr. Mike Cummings  
Washington State Department of Transportation  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, Washington 98104-2862

Re: Response to Second Concurrence Point - Interstate 405 Corridor Expansion Project

Dear Mr. Cummings:

The National Marine Fisheries Service (NMFS) appreciates this opportunity to work with the agency and citizen participants of the Interstate 405 (I-405) Corridor Expansion Project Steering Committee. Diverse early input during project planning will help ensure its quality. NMFS anticipates that the action to be defined by this planning process will undoubtedly involve a "federal action" under section 7(a)(2) of the Endangered Species Act of 1972, as amended (ESA) and eventually be the subject of interagency consultation. Therefore, NMFS believes it appropriate to evaluate the alternatives currently being developed in anticipation of applying the framework NMFS uses to assess the effects of federal actions that cause or require actions that alter habitat or habitat function essential for ESA-listed salmonids. During review, NMFS relied on the best available scientific information. While NMFS supports this process, NMFS cannot concur with the proposed I-405 project alternatives that were supported by executive and steering committees on July 14, 2000 and circulated by e-mail by on July 20, 2000 because it is not reasonably apparent that any of the currently-included alternatives will be able to satisfy the requirements of section 7(a)(2).

Previously, NMFS provided guidance to this process describing fish habitat factors to be considered in the development of alternatives. NMFS suggested that at least one alternative should address the ecological functions provided by fish habitat most affected in an urbanized and developing environment. The guidance suggested consideration of natural watershed processes including riparian and wetland habitat, floodplain function, further alteration of the hydrograph of area streams (impervious surface and stormwater management), phosphorous loading, and affirmative conservation actions.

Although the guidance provided by NMFS led to the development of another alternative, NMFS does not believe that alternative reflects either integration or consideration of the factors described in the "environment/ fish elements" section of the guidance. Furthermore, the alternative appears to stray from the project purpose and need in that it does not address traffic congestion issues. As a result, implementation of the alternative as developed likely would lead to yet another traffic capacity-increasing proposal. As described below, the effects of such a



foreseeable effect must be analyzed under the ESA. In this instance, such effects would reasonably include proposals for new traffic lanes, with their associated adverse impact on fish habitat.

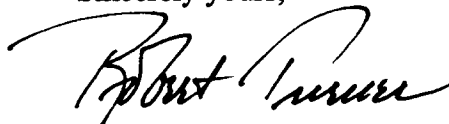
The I-405 expansion project, when implemented, will have environmental influence beyond the project boundaries. The project is highly likely to cause effects that arise later in time. Under section 7 of the ESA such effects (called "indirect effects") must be analyzed in determining whether the project meets the requirements of the ESA. The guidance provided by NMFS covered elements of fish habitat that would be indirectly affected by a transportation project such as the I-405 expansion. NMFS cannot anticipate the successful completion of the required section 7 analysis unless those elements are included in the proposed alternative at this stage.

NMFS believes transit and high capacity transit components (appropriately located) of the alternatives are good starting points from which to develop proposals that have the potential to minimize effects to listed fish. NMFS believes that such proposals begin to minimize new impervious surface and further alteration of the existing hydrograph of area streams. Concerns about alteration of the hydrograph of area streams can be addressed by providing further information on the planned management of increases in total impervious area directly and indirectly caused by the project. Such information should include how WSDOT and/or local jurisdictions in the action area would manage stormwater. Appropriate treatment of stormwater through natural and engineered infiltration systems that enable evapotranspiration would be essential to minimize effects of new impervious areas. In addition, information regarding the ability of involved local jurisdictions to protect existing streams and their riparian zones against aquatic and biological degradation and how those measures are implemented and monitored is necessary.

NMFS acknowledges that many of the likely indirect effects of the I-405 project are the subject of discussions within the "Tri-County negotiations" seeking to address concerns through section 4(d) of the ESA. NMFS is committed to these discussions. However, because participation in the completed Tri-County program is anticipated to be voluntary, it would be inappropriate for NMFS to assume at this time that the indirect effects of the I-405 project will adequately be addressed through the Tri-County process.

If you have any questions, please feel free to contact Tom Gibbons of the Washington State Habitat Branch Office at (360) 753-9887 or Steve Landino, Branch Chief, at (360) 753-6054.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Robert A. Turner", with a stylized, flowing script.

Robert A. Turner  
Washington Area Director



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
HABITAT PROGRAM/OLYMPIA FIELD OFFICE  
510 Desmond Drive SE/Suite 103  
LACEY, WASHINGTON 98503  
October 24, 2000

Mr. Mike Cummings  
Washington State Department of Transportation  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, Washington 98104-2862

Re: Response to Second Concurrence Point - Interstate 405 Corridor Expansion Project (I-405)

Dear Mr. Cummings:

This correspondence supplements the September 8, 2000 response of the National Marine Fisheries Service's (NMFS) to the second concurrence point for the I-405 expansion project. While NMFS' September response conveyed substantive concerns about whether the proposed project alternatives could successfully be analyzed under the Endangered Species Act (ESA), it also appears to have had an unexpected procedural effect because of the project's status as a pilot under an initiative to efficiently fulfill the requirements of the National Environmental Policy Act (NEPA).

This correspondence is intended to address the unintended procedural issues that may remain from the September 8 response. As explained below, NMFS now "Concurs with Comments" on the alternatives selected for detailed evaluation in the Draft Environmental Impact Statement. Included in the NMFS response are comments on elements of the proposed alternatives, particularly important if timely compliance with ESA requirements is anticipated. It is my understanding that respective staffs of WSDOT and NMFS agree that this NMFS position also resolves issues raised in your September 22 letter.

As mentioned, NMFS realizes that this project has been selected by the Washington Department of Transportation (WSDOT) and its federal partners as a pilot project in its "Reinventing NEPA" initiative. As you know, WSDOT requested NMFS to participate in this "Reinventing NEPA" pilot earlier this year in order to bring any concerns related to the ESA to WSDOT officials early in project development – that being, in fact, one of the pilot project's objectives. WSDOT has been of great assistance in enabling NMFS to participate in the pilot. NMFS appreciates WSDOT's assistance and is pleased to participate. NMFS realizes that, as a pilot project, unanticipated consequences can occur as new procedures are tested, adapted and modified.

As you may recall, WSDOT officials provided to NMFS in July direction about the responses available to NMFS at "concurrence points" when participating agencies were required to make determinations about the developing scope of the project alternatives. This direction, supported by additional staff exchanges between WSDOT and NMFS, indicated that the only available options for response at this stage of the "Reinventing NEPA" pilot were to "concur" or "not concur." Indeed, the memorandum from you as Project Manager to participating agencies included a form requiring agencies to select only between "Concur" and "Non-Concur" determinations (enclosed). As discussed in its September 8 letter, NMFS' level of concern was such that it could not sustain a decision to "Concur."



On October 3, WSDOT documented alternative concurrence point response options for this project. As of October 3, NMFS understands response options for the pilot program to include:

No Objection - Support the project and the decision being made;

Concur - There is nothing in the legal mandate of the participating agency that will prevent this project from going forward;

Concur with Comments - It is not the role of the participating agency to support project development, but at this point in the process it appears the procedural requirements of NEPA have been met, and the participating agency does not propose stopping the project, and will not appeal or elevate issues at this point in the decision process. Additional information may be needed to fulfill the agency's legal mandate;

Non-concur - The legal mandate of the participating agency cannot be met.

Based upon this new direction and discussions with WSDOT, NMFS now understands that participating agencies can "Concur with Comments" on elements of the project, including any lack of information or lack of analysis of effects. Further, this determination can be made without prejudice toward the agency's subsequent responsibilities under other statutes. In NMFS' instance, this includes its responsibilities under the ESA.

Therefore, NMFS "Concurs with Comments" on the alternatives selected for detailed evaluation in the Draft Environmental Impact Statement.

Importantly, NMFS' response does not mean that it has determined, based upon the scope of the proposed alternatives, that it will be able to adequately analyze under Section 7 of the ESA the effects on ESA-listed fish from any of the alternatives. NMFS' "Concur with Comments" response does state its agreement that NEPA improvement process is being followed and should proceed. NMFS' comments provide further detail regarding areas where additional information would enhance environmental review of the proposed action and likely will be required to expedite timely, subsequent review under Section 7 of the ESA.

NMFS' comments are organized into substantive concerns (especially the effects of the proposed project alternatives on the habitat of ESA-listed fish), general recommendations on assessing and addressing concerns at the planning stage, and general recommendations on information needs at the planning stage. From this input, WSDOT should be able to develop a proposed action that meets both transportation planning needs and appropriately addresses ESA requirements.

**Substantive Comments:** Areas of concern that arise in transportation projects include the effects of the construction and utilization of those projects on the ecological functions provided by habitat conditions essential to ESA-listed fish. Furthermore, the potential for the project to result in injury or death to individual fish during and following construction and during utilization should be considered in developing the proposed action. In determining the effect of transportation projects on fish and fish habitat, agencies must analyze how the project affects the proper function of various elements of fish habitat including water quality, channel condition and dynamics, habitat access, flow/hydrology, habitat elements, and watershed conditions. Indicators of the proper function of these elements include measures of structural habitat, flood processes/floodplains, artificial barriers to salmon migration, change in

hydrologic processes such as infiltration, peak stream discharge, and baseflows, altered fluvial processes, loss of wetlands, changes in stream temperature, increases in fine sediment and streambank instability, and trends in the condition of riparian areas. Further, as much information as possible regarding listed salmon use (e.g., Puget Sound chinook) by life history stage in the project area will need to be documented and analyzed.

NMFS has conducted an initial review of best available science related to these areas of substantive concern. Based upon this review, NMFS is providing WSDOT the following citations regarding the potential effects of proposed project alternatives on listed fish. Ultimately, the consultation under Section 7 of the ESA on the I-405 project will require a response to this science in an analysis of the effects of the project on habitat essential to listed fish. To repeat, NMFS does not currently believe the scope of the proposed alternatives is sufficient to adequately address under Section 7 the adverse effects to ESA-listed fish documented by the science cited below.

*Hydrologic Processes:* Changes in land use from forested conditions to increasing levels of urban development (especially when total impervious areas exceed five to ten percent of the total watershed area) have been shown to adversely effect the stream hydrograph, to alter pathways at which precipitation moves from the land surface to groundwater and eventually to stream runoff, to degrade a variety of stream and biotic indicators, to widen stream channels, to employ structural stormwater treatment facilities of limited effectiveness, and to alter fluvial processes/groundwater discharge, particularly where removal of native materials occur (mining of sand/gravel) (Dunne and Leopold, 1978), (Booth, 2000), (Booth and Jackson, 1997), (Klein, 1979), (Leith and Whitfield, 2000), (May et al., 1997), (Horner and May, 1999), (Mazza and Fodor, 2000), (Fabritz et al. 1998), (Karr and Chu, 2000), (University of Washington Center for Urban Water Resources Management, 1998), (Spence et al., 1996).

*Stream Temperature:* Urbanization has been shown to adversely alter hydrologic relationships through the creation of impervious surfaces and the reduction of stream riparian zones. Both of these urbanization effects can contribute to elevated stream temperatures. Already, many Puget Sound summer stream temperatures currently reach high levels that may stress or kill ESA-listed salmonids (Spence et al., 1996), (Klein, 1979), (Washington State Department of Ecology 303d list), (University of Washington Center for Urban Water Resources Regional, Synchronous Field Determination of Summertime Stream Temperatures in Western Washington).

*Salmon Migration Barriers:* Because urbanization currently results in construction of frequent stream/wetland crossing structures, upstream and downstream salmon migration to important spawning and rearing habitats may be hindered (seasonally or by life stage) or fully blocked unless build to adequate design criteria and construction techniques (Spence et al., 1996).

*Structural Habitat/Fluvial Processes:* Changes in land use which alter hydraulic processes have been shown to affect stream structure as well as transport, deposition, and energy relationships (causing channel incision, channel widening, and increasing the frequency at which sediment/habitat disturbing flows occur). The result has been shown to be adversely altered instream habitat for ESA-listed fish (Spence et al., 1996), (Montgomery and Buffington, 1993), (Montgomery et al., 1999), (Booth and Jackson, 1997), (May et al., 1997).

*Fine Sediment/Bank Instability:* Urbanization historically has caused increases in soil erosion and fine sediment in stream gravels, particularly of lower gradient streams and when impervious area approaches

20%. Stream bank instability is increasingly to levels affecting ESA-listed fish commonly when total impervious area approaches 30% (Chen, 1974) (May et al., 1997).

*Riparian Areas:* Traditional land use activities have been shown to decrease riparian stream side corridors in continuous length and width. Adequate riparian corridors are vital to a wide variety of ecological functions essential to fish listed under the ESA (Spence et al., 1996), (Horner and May, 1999).

*Flood Processes/Floodplains:* Urbanization has been shown to alter a wide array of hydrologic and habitat processes related to floods and floodplains (Dunne and Leopold, 1978).

*Historic Wetlands:* Traditional land use activities have resulted in the filling and draining of wetlands and reduced the hydrologic functions of many wetlands. Efforts are underway to document the historical extent of Puget Sound wetlands (Collins, 2000).

*ESA-listed chinook habitat utilization:* Data on habitat use by life stage in stream and lake habitats by Puget Sound chinook in the project area will need to be documented (including data gaps) in order to properly analyze the extent of project effects to Puget Sound chinook. While significant literature exists on such utilization, comprehensive coverage of the project area must be substantiated (Myers et al., 1998), (Washington State Department of Fish and Wildlife chinook escapement data, various years of record), (Warner and Fresh., 1999) (Federal Register, 2000), (Washington State Department of Fisheries and Wildlife and Western Washington Treaty Indian Tribes, 1993).

**Minimization Measures:** Minimizing adverse effects of on ESA-listed fish during the construction and utilization of transportation improvement projects depends on the nature and extent of those effects and the condition of the environmental baseline in the action area. While the specific nature of the I-405 preferred alternative is still being formulated and studied, the general elements to be contained in a preferred alternative are identified at this time.

A brief review of smaller transportation improvement projects that have undergone formal interagency consultation under section 7 of the ESA reveals that the following measures may be among those that could address adverse effects of the proposed action: avoiding, reducing, and/or minimizing increased impervious surfaces; mitigating the effects of altered hydrology and other effects of impervious surface; management of stormwater to maintain natural streamflow rates; protection and enhancement of upland and riparian vegetation; maintaining the recruitment of large woody debris to streams; wetland protection and restoration; preserving or restoring natural stream channels and processes; removal of listed salmon migration blockages; preserving and restoring side-channels and floodplain connectivity; and an active program to monitor and adaptively manage the effectiveness of the minimization and avoidance measures.

**Recommendations:** Because a preferred project alternative is not identified at this time, project recommendations are difficult to formulate. However, the proposed I-405 project description identifies that the proposal is anticipated to accommodate 200,000 new people and the associated economic growth in Puget Sound. Thus, WSDOT, Federal Highways Administration, and local government jurisdictions must realize the urbanization effects of the project must be minimized or eliminated in order to satisfy the Section 7 requirements for listed Puget Sound chinook. NMFS recommends WSDOT document data and develop within I-405 alternatives information on the specific effects to listed salmon of the project in the following areas:

- Environmental baseline conditions in the action area, especially quantifying the historic and existing extent of the 100-year floodplain and shorelines; the quantity of streams diked, leveed, ditched, culverted and buried, straightened, rip-rapped, or otherwise hydrologically modified; the condition of riparian corridors along streams, lakes, and wetlands; existing salmon barriers (human created), wetlands (including quantities ditched, drained, diked, or otherwise altered or degraded); historic and current habitat of Puget Sound chinook by life stage.
- The projected status of habitat and its use (by life stage) by Puget Sound chinook as a result of I-405 project construction and project utilization throughout the action area including the indirect effects of the project.
- The identification of when, where, how, and by what project-related anthropogenic actions the project will affect Puget Sound chinook by life stage;
- The quantity of total impervious surface and areas of grass, pasture or lawn as well as the area remaining in forest cover in the area affected by the project;
- Identifying likely areas to experience increased urban land development as a result of the project and the likely changes in total impervious, forested, and areas of quality riparian habitat associated with the development;
- Identifying effects to wetlands and their functions, the avoidance measures to be employed to protect existing wetlands; and restoration and mitigation measures addressing adverse effects of the I-405 project;
- Describing and locating recent and likely future Lake Washington salmonid restoration efforts and their qualitative/quantitative improvements to Puget Sound chinook habitat;
- Identifying source and quantity of native sand and gravel materials to be used to construct the project and the impact, if any, of mining to watershed functions that maintain Puget Sound chinook habitat;
- Evaluating infiltration potential of soils in the action area;
- Describing the geology of the action area including hydrologic and groundwater relationships and landslide or surface erosion hazards and exploring how these processes and relationships affect habitat and habitat functions required by Puget Sound chinook;
- Identifying or estimating the number, area, and location of new or expanded stream and wetland crossing structures to be created by I-405 project. Maintenance commitments (both operational and financial) to keep year round salmon passage through the new or expanded stream crossing structures should be discussed;
- Reviewing precipitation and surface water discharge data where Puget Sound chinook exist in the action area;
- Identifying any or all scientific literature data gaps and analyzing levels of confidence in scientific data and conclusions regarding environmental/listed salmon impacts of the project;

- Identifying the details of all methods used and assumptions made when addressing the above listed recommendations.

If you have any questions, please feel free to contact Tom Gibbons of the Washington State Habitat Branch Office at (360) 753-9887 or Steve Landino, Branch Chief, at (360) 753-6054.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Robert Turner". The signature is fluid and cursive, with a large initial "R" and a long, sweeping underline.

Robert A. Turner  
Washington Area Director

Enclosure



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## **MEMORANDUM**

To: Mike Cummings, WSDOT Interstate 405 (I-405) Corridor Expansion  
Project Manager

From: Tom Gibbons, National Marine Fisheries Service

Date: November 20, 2000

Subject: Comments on the Draft Floodplain EIS Discipline Report for the I-405  
Corridor Expansion Project

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Below is a list of comments NMFS has on the above referenced report that should be addressed to improve the certainty of EIS in regards to the impact of new stream crossing structures on the environment.

While the Floodplain report provides new information than I-405 committee participants, the report lacks details to substantiate the report conclusion in Section 7 Comparison of Alternatives. Hence, NMFS request the following comments be considered and the additional information be incorporated in the floodplain discipline report.

1. In Section 7: Comparison of Alternatives, the report makes the following finding:

“In each alternative, conventional design measures, including spanning of the floodway and replacement of flood fringe storage areas, can be used to avoid impacts. As a consequence, there is no difference among the alternative with respect to environmental impacts.”

While this may be the correct finding for the proposed project, this report does not present compelling evidence that can reasonably be interpreted to lead a person to this determination. Hence, NMFS requests that the following questions be answered and clarified in the report:

- a) Where the report states that no impacts to the floodplain will occur because stream crossing structures can fully span floodplains/floodways (depending on alternative, four to eighteen major floodplains will be crossed); please provide a detailed explanation that describes what “fully spanning floodplains/floodways” means and how this construction method will avoid impacting the floodplain and associated functions/processes.
- b) Please add a section that discusses conventional stream crossing structure designs and construction methods (include a discussion of placement of support structures, rip rap placement, instream barbs, and stream bank hardening) that are proposed to be used for the I-405 corridor expansion project (major stream crossings, not small unnamed streams). Further,

describe how these stream crossing structures may affect the floodplain and associated functions.

- c) The report does not describe what type of stream crossing structures will be used to cross all of the smaller streams (identified as anywhere from an additional 35 to 180 crossings, depending on alternative) or how these structures do/do not impact the floodplain and associated functions/processes. Please describe what type of stream crossing structures will be used on small unnamed streams and evaluate how the report comes to the conclusion: “Typically, these streams would be so small that conventional design should allow for project development with no significant impacts.”
- d) Conventional stream crossing designs often involve the placement of rip rap around bridge support structures, bank hardening, or the placement of instream barbs at the time of construction or at a later date when a stream threatens the integrity of the structure. When this report states that all stream crossing structures can fully span streams, does this mean that DOT will agree to build sufficiently large enough stream crossing structures to not constrict the floodplain or impact floodplain functions and not employ placement of rip rap around bridge support structures, bank hardening, or the placement of instream barbs? Please explain the answer (if the answer to the question is no, then the potential effects of these activities need to be explained and addressed in the EIS).
- e) If any part of the floodplain is filled, some level of floodplain function can presumably be thought to have been lost. The report states this function can be replaced. Hence, the report determines I-405 avoids impacts to floodplains. This statement goes against common sense because replacement does not constitute avoidance of impact to floodplains. Further, if lost floodplain functions need to be replaced, the EIS should evaluate where the floodplain is lost, how much, this area’s specific function to physical watershed processes and interaction to fish and fish habitat. Only then can we have an understanding of what floodplain functions were lost (and where) and how work can appropriately “replace” lost floodplain area/functions.
- f) A floodplain is a geomorphic feature that consists of both a surface and subsurface component. As a result, a stream crossing structure constructed in the floodplain of a stream then can affect either floodplain component. This report fails to evaluate these issues. For example, the increased temporal effects of placing bridge support structures in a floodplain are not addressed, nor are the potential effects on hyporheic zone functions.

Further, just because a stream’s floodplain may be constrained now by human structures (levee/dike/piped underground) does not mean that a proposed stream crossing structure will not impact the recovery of functions of the floodplain that are currently degraded. For example, human structures that

control (degrade) the stream floodplain and its associated functions may fail and not be replaced, a restoration project may remove a structure or acquire development rights in the floodplain, or an entity may make certain Endangered Species Act Habitat Conservation Plan agreement in the future to improve floodplain functions to aid listed species. As a result, any new I-405 stream crossing structures may impact the floodplain in the future in a manner that is not currently clear.

Hence, the report needs to evaluate how stream crossing structures may contribute to overall floodplain degradation and impact long term efforts to recover floodplain functions as time progresses. This could be accomplished by exploring these situations and documenting how and where bridge structures encroach on the floodplain, its function, and whether or not if these structures impede the recovery of floodplain function in the long term.

- g) Land use changes upstream of a stream crossing structure can change hydrology over time and hence compromise the integrity of a stream crossing structure due to increased stream discharge. The report does not assess or describe how planned land use changes (200,000 new people and 130,000 new businesses on the east side of Lake Washington are part of the purpose and need of this project) might alter a watershed's hydrology and impact the longevity of existing and proposed stream crossing structures. This is an area of report deficiency.
2. Please provide a graphic that shows the difference (include definitions) between the terms floodplain, floodway, flood fringe (include source of information used to construct this graphic). Consistent use of these terms according to the graphic and definitions provided are a must throughout the EIS document.
  3. Please add a section that discusses the natural watershed interactions between stream hydrology and the floodplain, floodway, flood fringe. Also, please discuss how floodplain, floodway, flood fringe maintain physical watershed processes and benefit fish and fish habitat (emphasis towards Chinook). This will aid the layman and scientist when they evaluate any impacts new stream crossing structures may have on the environment.
  4. While the report has a table that summarizes the location of new stream crossing structures and possible fill/replacement, the reader is left not really getting a good feel for how these proposed stream crossings interact with the floodplain. Please show a diagram that shows the relative position of proposed project stream crossing structures in relation to the floodway, flood fringe and 100 year floodplain (including No Action) for each alternative.
  5. For all alternatives (including no action), quantify by stream (or estimate if not known) the acreage of floodplain lost and volume of fill placed (in many places, the report states flood storage may/can be replaced) and the total estimated

volume of fill that will need to be used to construct these stream crossings. This analysis should also extend to small unnamed streams.

6. Please provide detailed information on what type of projects are envisioned to be implemented that would mitigate for any floodplain, floodway, and/or flood fringe area and function lost. Further, please describe how these project(s) replace or improve lost floodplain function. This an area of report deficiency.
7. The current status and condition of floodplains (streams straightened, filled, leveed, diked, natural condition, constricted, re-located, piped underground, etc.) is not analyzed or discussed anywhere in this report. Nor does the report quantify the number, type, and details of existing stream crossing structures that exist in the project study area. If any reader of the report is to get a good sense of the existing floodplain condition in the study area, this information must be known. Otherwise, we don't really know if the replacement of lost floodplain functions due to the construction of new stream crossings maintains critical floodplain functions and fish habitat. As a result, this is an area of report deficiency.
8. For all proposed stream crossing structures, please describe how stormwater will be managed and where will it discharge to.
9. The study does not evaluate where or how induced land development may impact floodplains. As a result, this is an area of report deficiency.
10. The document does not discuss how maintenance activities of proposed new stream crossing structures or roads are to be done and does not evaluate the potential effects maintenance may have on floodplains and floodplain function (e.g. digging out stream substrate stream crossing structures, connecting streams to road ditchlines). As a result, this is an area of report deficiency.
11. The report includes no data on historical protective or maintenance efforts on existing I-405 stream crossing structures or specifics regarding these stream crossing structures. This information would be helpful in determining how conventional stream crossing structures and floodplains interact and aid in the choice of appropriate stream crossing structures for the proposed project at hand.
12. The proposed project seeks to enhance the size of an existing I-405 transportation system. Hence, this project proposes to extend the temporal effects of I-405 footprint to floodplains. The report does not identify/describe existing I-405 stream crossing structures and does not evaluate how these structures may be impacting floodplains or if the structures will require protection from future erosion or stream migration. This makes it impossible to understand whether or not the existing I-405 system (including related arterials) currently impacts floodplains and floodplain functions. This is an area of report deficiency.


**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**

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**FAX TRANSMITTAL**# of pages **2**
 To **CHRISTINA M** From **Jim LEONARD**  
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 Fax # **206 464 6084** Fax #  
 NSN 7540 01-317-7366 5010-101 GENERAL SERVICES ADMINISTRATION

Daniel M. Mathis  
 Division Administrator  
 Federal Highway Administration  
 711 South Capitol Way, Suite 501  
 Olympia, Washington 98501

Re: Endangered Species Act Consultation on I-405 Corridor Program

Dear Mr. Mathis:

The U.S. Department of Transportation, through the Federal Highway Administration ("FHWA") and Federal Transit Administration, recently issued a draft programmatic environmental impact statement ("DEIS") on the I-405 Corridor Program pursuant to the National Environmental Policy Act ("NEPA"). The Washington State Department of Transportation ("WSDOT"), King County Department of Transportation, and Sound Transit are co-lead agencies. The National Marine Fisheries Service ("NMFS") has been involved from an early stage of the planning process, pursuant to WSDOT's designation of the I-405 Corridor Program as a "Reinventing NEPA" pilot project. NMFS appreciates WSDOT's efforts to involve NMFS, and looks forward to continued participation in the NEPA planning. NMFS will submit substantive and detailed comments regarding the DEIS before the October 24, 2001 deadline.

NMFS pointed out in its October 24, 2000 response to the second concurrence point, the obligations presented by the Endangered Species Act ("ESA") are distinct from those of NEPA. Throughout the planning process, as exemplified in NMFS comments to the second concurrence point, NMFS sought to ensure the appropriate consideration of the effects of I-405 corridor expansion on salmonids and their habitat resources. NMFS expressed concerns regarding the adequacy of the DEIS to consider and address potential impacts of the I-405 Corridor Program to fish listed under the ESA. The response to NMFS concerns has been that issues regarding the effects of the corridor expansion program will be better identified and addressed at the project scale. Nevertheless, the proposal of a programmatic action through the NEPA process naturally begs for a programmatic approach to the assessment, avoidance, minimization and mitigation of the program's effects on affected resources. Accordingly, NMFS requests that FHWA initiate formal ESA § 7 consultation on the impacts of the program as a whole as soon as possible and prior to publishing a Record of Decision.

The ESA § 7 interagency consultation process is the means set up by law to evaluate the impacts of federal actions on imperiled species. NMFS understands that FHWA intends to pursue individual ESA consultations on each of the scores of distinct projects that make up the corridor expansion program. This approach would involve the preparation



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of potentially hundreds of Biological Assessments creating extreme burdens on both FHWA and NMFS to accomplish hundreds of individual interagency consultations, increasing the possibility of inappropriately disparate approaches to minimizing effects on listed species. Furthermore, engaging in these many individual consultations would be contrary to efficiencies sought in the creation of the Reinventing NEPA pilots in the first place. Finally, this approach fails to recognize the importance of consulting on the overall program as well as individual components and ill serves the ESA's broad objectives of protecting and recovering imperiled species. (See, Pacific Rivers Council v. Thomas, 30 F.3d 1050 (9<sup>th</sup> Cir. 1994); court concluded that the Forest Service must seek ESA consultation on overall forest management plan as well as individual projects).

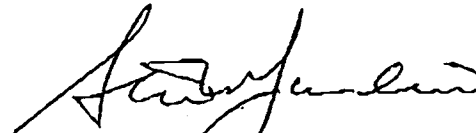
\* need guidance from AG office

NMFS believes that the ESA requires a full evaluation of the I-405 Corridor Program on a programmatic basis. Once an alternative is selected from the options presented in the DEIS, the overall direction of the project will largely be determined. NMFS and the planning agencies will have lost the opportunity to make decisions about how to avoid and minimize overall program impacts to ESA-listed species. Moreover, delaying ESA evaluation until after a programmatic decision has been finalized presents the risk that NMFS will determine that an individual project cannot be made consistent with the ESA after the planning agencies have moved ahead with contracts, planning and construction. NMFS believes that programmatic consultation is necessary to avoid unwelcome surprises later in the process. Indeed, failure to move forward with programmatic formal consultation may jeopardize NMFS' ability to concur with agency decisions at later concurrence points in the process.

Accordingly, NMFS is requesting that FHWA initiate formal ESA consultation with NMFS on the I-405 Corridor Program at the earliest possible time. Such programmatic consultation will facilitate consultation on the individual projects that make up the program and ensure a suitable integration of the environmental mitigation program presently under development by WSDOT.

If you have any questions or comments, please do not hesitate to contact me, or David Hirsh of my staff at (206) 753-9598.

Sincerely,



Steven W. Landino  
Washington Habitat Branch Chief



APR 16 2002



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
HABITAT PROGRAM/OLYMPIA FIELD OFFICE  
510 Desmond Drive SE/Suite 103  
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April 5, 2002

Michael Cummings  
Washington State Department of Transportation  
401 Second Ave, Suite 300  
Seattle, Washington 98104-2862

Re: I-405 Corridor Program Concurrence Point 3

Dear Mr. Cummings:

National Marine Fisheries Service (NMFS) is a participant in the I-405 Corridor Program Reinventing NEPA Pilot. We have been asked to concur with the major elements of the I-405 Corridor Program Preferred Alternative and with the Corridor Mitigation Concept. NMFS concurs with the I-405 Corridor Program, with the comments identified below.

NMFS understands that under the Reinventing NEPA process, "concurrence" is a formal written determination by agencies with jurisdiction that the project information is adequate for the current phase of the process. Further, "concurrence" means that the project may proceed to the next phase without modification, and the project information for the current phase (of the Reinventing NEPA process) is adequate. Concurrence does not mean that the project will be permitted as proposed. The major elements of the Preferred Alternative and the Corridor have been presented as a programmatic environmental review. The information presented is appropriate for programmatic environmental review under NEPA. We agree with WSDOT's representations that individual and groups of projects comprising the preferred alternative, including projects to address environmental effects, will be subject to further environmental review, and change, as projects approach design and construction over the next 20 years.

In concurring at Point 3, NMFS wants to reiterate a basic issue that requires emphasis in the context of the Reinventing NEPA process. WSDOT has informed and assured NMFS that environmental planning for the I-405 corridor as a pilot under the Reinventing NEPA process was meant to be programmatic, not project specific. As such, the EIS was not meant to study the environmental effects of the proposed I-405 Corridor Program at the project level. This process was not meant to identify and allocate specific environmental responses to avoid, minimize, and reduce specific effects. Accordingly, NMFS determined that the PFEIS provides sufficient information for this phase of the Reinventing NEPA process.

For NMFS, two fundamental considerations support concurrence at point 3: programmatic Interagency Consultation for I-405 Corridor Program under the ESA, and further development of the Corridor Mitigation Concept. As we have previously written, NMFS anticipates that projects comprising the I-405 Corridor Program will involve "Federal actions" creating a nexus for Interagency Consultation under section 7(a)(2) of the Endangered Species Act of 1973, as



amended (ESA). Between Concurrence Points 2 and 3, NMFS met with the Federal Highway Administration and WSDOT to discuss and begin planning for eventual Interagency Consultation. Those discussions were very beneficial. The agencies generally agreed that a programmatic approach to Interagency Consultation would enable planning for the effects of I-405 Corridor Program projects on ESA protected species, building on the concepts discussed within the I-405 Corridor Program.

In the time since Concurrence Point 2, WSDOT developed and circulated iterations of the draft proposed Early Action Mitigation Process. NMFS reviewed and commented on the draft proposed process to identify both the promise and shortcomings of the proposed process. Through discussion, WSDOT assured NMFS that the proposed Early Action Mitigation Process was neither an attempt to avoid traditional mitigation sequencing, nor a rationale for substituting convenient, less expensive conservation measures for harder or more expensive ones. While NMFS has determined that information is sufficient for Concurrence Point 3, the record should reflect that the Early Action Mitigation process remains a work in progress. Issues that remain to be resolved include the development of a method of accounting for project effects and allocating mitigation responses of appropriate value, a process for screening mitigation projects identified as responses to I-405 project effects, and further consideration of a more useful definition of “unavoidable” project effects.

NMFS supports WSDOT’s commitment to a mitigation concept that accords with traditional mitigation sequencing (avoiding, minimizing, rectifying, and reducing environmental effects), before resorting to compensating for effects of projects. Knowing in advance that some project effects are unavoidable and will be best addressed by Early Action mitigation, the process must incorporate a method of assuring that environmental effects are appropriately addressed by the intended mitigation measures. In addition to a method for accounting, the process would be strengthened by the inclusion of a screening process that contained, among other criteria, a way of sorting out those mitigation projects already under consideration by another responsible party. The screening process would thereby avoid “double crediting” of a single mitigation project for two separate sets of environmental liabilities. Finally, the trigger for the application of Early Action Mitigation will be identification of “unavoidable” effects. NMFS disagrees with the definition of “unavoidable” that WSDOT cites from the State Alternative Mitigation Guidance (unavoidable effects are those that can only be avoided by not doing the project at all). NMFS’ experience from Interagency Consultation under ESA section 7 is that project level effects can frequently be avoided through minor changes in an underlying construction action. These changes might involve little more than altering the planned time, manner, or place in which the activity would occur. Again, as we have previously written, the Early Action Mitigation Process would benefit by the description of specific criteria that render effects unavoidable (*e.g.* where avoidance would be impracticable for lack of land-use jurisdiction at the site, lack of space in the right-of-way, etc.).

Finally, the introduction of the draft Process calls for achieving a “greater net environmental benefit than traditional compensatory mitigation.” We agree that this is an admirable goal for

most environmental planning. But as we previously expressed, NMFS has no basis in the ESA, its implementing regulations or policies, for relying on the proposed "net environmental benefit" standard as a measure of ESA compliance or the conservation of salmon. Accordingly, we would suggest the Early Action Mitigation Process proposal generally describe, or at least incorporate by reference, the various environmental requirements the process seeks to satisfy.

NMFS Washington Habitat Branch seeks to assist WSDOT in any feasible way to ensure the success of the I-405 Corridor Program in meeting its stated purpose and need while appropriately conserving the region's ESA listed salmon and their habitat. If we can be of any assistance, please do not hesitate to contact David Hirsh in the Lacey, WA. office at (360) 753-9598.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven W. Landino". The signature is fluid and cursive, with a large initial "S" and a long, sweeping underline.

Steven W. Landino  
Washington Habitat Branch Chief



**City of Newcastle**



August 22, 2000

Mr. Mike Cummings, Project Manager  
WSDOT Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862

RECEIVED  
AUG 22 2000

Dear Mr. Cummings,

Thank you for providing the City of Newcastle with an update on the I-405 Corridor Program Draft Environmental Impact Statement (EIS) Alternatives. We understand that you and Don Samdahl discussed the alternatives with City staff on August 9. The City is concerned about the possible expansion of major north-south arterials in the study area and does not support any alternative that includes the expansion of Coal Creek Parkway to 6 or 7 lanes through Newcastle.

As an Agency with Jurisdiction under NEPA, the City of Newcastle does not concur with the Draft EIS Alternatives proposed by the I-405 Corridor Program, as in Exhibit A dated July 20, 2000. The City would concur with the Draft EIS Alternatives if expansion of Coal Creek Parkway to 6 or 7 lanes through Newcastle were removed from all alternatives.

While we understand the need to study the benefits of an expanded arterial system and we do support operational and intersection improvements to major arterials, we have serious concerns about widening Coal Creek Parkway to 7 lanes through Newcastle. We would like to take this opportunity to share with you recent actions by the City of Newcastle, and how the 7-lane alternative is incompatible with our city's future and its environment.

- Through most of Newcastle, Coal Creek Parkway is now a rural, 2-lane street. The City of Newcastle Comprehensive Plan identifies Coal Creek Parkway as the City's only principal arterial, planned as a 5-lane roadway. After Newcastle incorporated in 1994, we went through considerable public education to gain acceptance for the widening of Coal Creek Parkway to 5 lanes. We understand the need to accommodate the traffic from outside our City that accounts for 85 percent of the traffic volume on Coal Creek Parkway. However, we would have serious difficulty asking our residents to expand their only principal arterial even more. Coal Creek Parkway runs through the center of Newcastle, and so safe access from neighborhood collectors, pedestrian access across Coal Creek Parkway, noise, and environmental issues are significant community concerns.

CITY OF NEWCASTLE

13020 S.E. 72nd Place, Newcastle, Washington 98059-3030  
Fax: (206) 649-4363 Telephone: (206) 649-4444

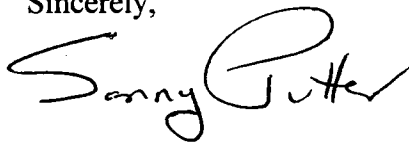
- Last year, the City of Newcastle received a Fiscal Year 2000 grant from the State Transportation Improvement Board for \$7,875,000 for Phase I widening of Coal Creek Parkway to 5 lanes. This year, we received another Fiscal Year 2001 grant for \$7,178,000 for Phase 2 widening. Local match requirements will increase the total investment for both phases to over \$21,000,000. Completion of Phase 2 will result in the widening of Coal Creek Parkway through almost the entire length of the City of Newcastle. We would expect that such a major expansion would have at least a 20-year life cycle as a public investment.
- The citizens of Newcastle were heavily engaged with the development of the design and mitigation of impacts for the widening of Coal Creek Parkway to 4 or 5 lanes. We made a commitment to the community that Coal Creek Parkway will be developed as a community boulevard, improving access, safety, and reducing noise, while accommodating the high volumes of through traffic.
- The City of Newcastle Parks, Trails and Open Space element of the Comprehensive Plan identifies expansion of Lake Boren Park around Lake Boren and adjacent to Coal Creek Parkway. We have received grant funds of \$200,000 from King County Conservation Futures for park expansion. Park expansion on the east side of Lake Boren is a unique opportunity to provide a linear park and trails for bicycles and pedestrians, just slightly away from the Coal Creek Parkway roadway. Widening Coal Creek Parkway to 7 lanes would eliminate these community amenities, violate provisions of the King County Conservation Futures grant and invalidate prior investments recently made by the City on behalf of our community.
- Coal Creek Parkway through Newcastle is severely constrained by environmental conditions. We recognize that it is difficult in a large regional study such as the I-405 Corridor Program EIS to identify all of the local environmental constraints. East of the existing 2-lane right-of-way (from north of SE 79<sup>th</sup> Place to south of SE 84<sup>th</sup> Way) there is a large rock outcropping, with new and existing neighborhoods behind the rock. To the west are Lake Boren and its associated Class 1 wetlands, designated a fish and wildlife conservation area in Newcastle's Comprehensive Plan, and the soon-to-be expanded Lake Boren Park. Widening Coal Creek parkway beyond 5 lanes would encroach on Lake Boren, the Class 1 wetlands and the park. Even widening of Coal Creek Parkway to 5 lanes reaches such steep slopes that driveway connections onto the Parkway are no longer feasible.
- Widening of Coal Creek Parkway beyond 5 lanes could significantly impact the salmonid-bearing Boren Creek and its associated riparian areas and wetlands, another fish and wildlife conservation area in Newcastle's Comprehensive Plan. Boren Creek is a tributary of May Creek, also a designated fish and wildlife conservation area, which is bridged by Coal Creek Parkway and feeds into Lake Washington. May Creek near its mouth may constitute habitat for threatened chinook salmon. King County identified May Creek as a stream that once contained a chinook salmon run.



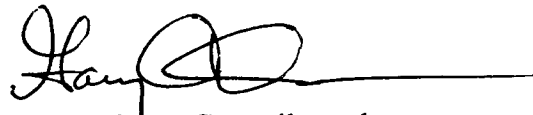
- On April 4, 2000, the City of Newcastle adopted the Community Business Center/Lake Boren Corridor Master Plan (CBC). The circulation element of the Master Plan includes policies and implementation projects to develop a downtown street network and improve facilities and conditions for pedestrians. However, even with improvements to the network, Coal Creek Parkway remains Main Street for the center of the community of Newcastle. We view a 7-lane arterial as incompatible with community priorities for a pedestrian-friendly downtown for Newcastle.
- Sound Transit's Community Connections Program, as identified in *Sound Move*, provides for a transit center in Newcastle. The transit center is included in the CBC Master Plan and the City's 2000 Transportation Improvement Program. When the CBC Master Plan is fully implemented, the transit center in the middle of Newcastle's central business district will serve over 2,000 multi-family residential units within a short walking distance. Even now, multi-family residential units and retail stores are located on both sides of Coal Creek Parkway. The CBC Master Plan anticipates adding over 50 acres of new, mixed-use development, all within the central business corridor. A 7-lane arterial would pose a significant barrier for pedestrians and transit users, as well as a major hindrance to the development of a cohesive community focus to the central business district.

We respectfully request that you remove expansion of Coal Creek Parkway to 6 or 7 lanes through Newcastle from any alternatives in the I-405 Corridor Program Draft EIS. We also invite you, or any members of the I-405 Corridor Executive and Steering Committees to come and visit our city to better understand the issues to which we refer in this letter. We are a relatively new city. For this reason, we expect that planning activities and projects in Newcastle are not well known outside of Newcastle. Andy Takata, our City Manager, or any of the members of our City Council, would be happy to provide the tour.

Sincerely,



Sonny Putter, Mayor  
City of Newcastle



Gary Adams, Councilmember  
City of Newcastle  
Member, I-405 Corridor Program  
Executive Committee

Enclosure: I-405 Corridor Program EIS Concurrence Form

Copies: Andy Takata, City Manager  
Newcastle City Council  
John Okamoto, WSDOT Northwest Regional Administrator  
I-405 Corridor Program Executive Committee

I-405response082200.doc



## **I-405 Corridor Program EIS Concurrence Form**

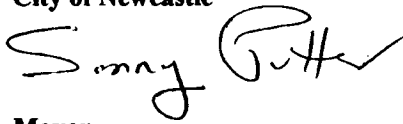
**Date sent:** July 20, 2000

**Concurrence Point:** 1. *Draft EIS Alternatives* -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

**Agency:** City of Newcastle

**Signature:**



**Title:** Mayor

**Date:** August 22, 2000

**Concur**

**Non-concur**  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

**Please see attached letter**

**Return to:**

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov



August 7, 2000

Mr. Mike Cummings  
Washington State Department of Transportation  
Office of Urban Mobility  
410 Second Avenue, Suite 300  
Seattle, WA 98104-2862

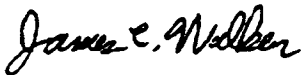
Dear Mike:

Re: I-405 Corridor Program EIS Alternatives

As you are aware, the City of Newcastle is proceeding with plans to add one additional lane in each direction on Coal Creek Parkway to create a four-lane highway section. The City has received some information on proposals to consider adding even more lanes to Coal Creek Parkway as an alternative in the I-405 Program EIS.

We are unclear at this point how seriously this option is being considered and are concerned about how this alternate would fit with the current plans for Coal Creek Parkway expansion. We are also concerned about how far this option has progressed with little City involvement. Were the details of this proposal discussed with the City's I-405 Corridor Program representative? Please respond to Andy Takata, City Manager or me to clarify the status of the 6 to 7 lane Coal Creek Parkway expansion concept.

Sincerely,



James C. Walker  
Public Works Director

CITY OF NEWCASTLE  
13020 S.E. 72nd Place, Newcastle, Washington 98059-3030  
Telephone: (425) 649-4444 Fax: (425) 649-4363



**I-405 Corridor Program - Concurrence Point #3****Date sent: March 19, 2002****Concurrence Point:** Preferred Alternative and Mitigation Concept (CEP)**In signing this concurrence agreement, the Agencies with Jurisdiction agree to:**

- 1.) Concur with the Major Elements of the I-405 Corridor Program Preferred Alternative (Attachment A), and
- 2.) Mitigation Concept (Corridor Environmental Program - CEP) (Attachment B)

**In signing this concurrence agreement, the State and Local Governments and Agencies that provide transportation services agree to:**

- 3.) Pursue in good faith amendments of transportation plans and programs in order to implement the I-405 Corridor Program's Preferred Alternative and Corridor Environmental Program.

**Agency:**

City of Newcastle

**Signature:****Title:**

MAYOR

**Date:**

4-5-02

Circle one of the below:

**Concur****Concur with Comment(s)****Non-concur**

If the agency has selected Non-concur, they must include an explanation of what should be changed so that the agency could concur. (Describe here or attach.) Please return to: Michael Cummings, WSDOT, 401 Second Avenue South, Suite 300 Seattle, WA 98104-2862, [cumminm@wsdot.wa.gov](mailto:cumminm@wsdot.wa.gov).

**\*Concurrence means:**

- "Formal written determination by agencies with jurisdiction that the project information is adequate for the current phase of the process." At this phase, project information includes the Preferred Alternative Description, Corridor Environmental Program, PFEIS and Early Action Environmental Mitigation Decision Making Process.
- "Concurrence means that the project may proceed to the next phase without modification. Agencies agree not to revisit previous concurrence unless there is substantial new information, or substantial changes have been made to the project, the environment, laws and/or regulations."
- "Agencies will have the option to comment on elements of the project at the appropriate points in the process."  
(a) Agencies with jurisdiction will participate in additional project level environmental review under NEPA and SEPA and all applicable laws and regulations at a greater level of detail. (b) WSDOT will continue to coordinate with agencies with jurisdiction and others implementing "Early Action" and other project level mitigation measures. (c) Concurrence on the Major Elements of the I-405 Corridor Program Preferred Alternative does not indicate individual project concurrence.
- "It is not intended that concurrence means that a permit will be issued-just that the project information for the current phase is adequate." Agencies with jurisdiction will retain full permitting authority and the ability to condition or deny future project permits and approve or disapprove associated mitigation measures.

(Language in quotations is directly from Re-Invent NEPA definition of "Concurrence.")

**I-405 Corridor Program – Concur with Comments - Point 3**

Following are the comments of the Newcastle City Council:

The City of Newcastle requests that a project-level analysis be conducted of the impacts of I-405 expansion on Newcastle's East/West arterials and connectors, and that mitigation be implemented for identified impacts.

**CITY OF NEWCASTLE**

13020 S.E. 72nd Place, Newcastle, Washington 98059-3030  
Telephone: (425) 649-4444 Fax: (425) 649-4363



## I-405 Corridor Program EIS Concurrence Form

**Date sent:** September 29, 1999

**Concurrence Point:** 1. *Purpose and Need* -

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency: *City of Redmond*  
Signature: *Donald Cairns*  
Title: *Transportation Manager*  
Date: *2/9/2000*

**Concur**

**Non-concur**  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: ( describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov



## **Puget Sound Clean Air Agency**



## I-405 Corridor Program EIS Concurrence Form

Date sent:: September 29, 1999

**Concurrence Point: 1. Purpose and Need -**

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

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- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency: Puget Sound Clean Air Agency  
Signature: John K. Anderson  
Title: Senior Engineer  
Date: 10/6/1999

**Concur**

**Non-concur**  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: ( describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov



**I-405 Corridor Program  
EIS Concurrence Form**

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JUL 24 2000

Date sent:: July 20, 2000

**Concurrence Point:** 1. Draft EIS Alternatives -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency: *Puget Sound Clean Air Agency*  
Signature: *John K. Anderson*  
Title: *Senior Engineer*  
Date: *July 21, 2000*

**Concur**

**Non-concur**  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

**Return to:**

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov





## **Puget Sound Regional Council**



**I-405 Corridor Program  
EIS Concurrence Form**

RECEIVED  
OCT 14 1999

**Date sent: September 29, 1999**

**Concurrence Point: 1. Purpose and Need -**

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

**Agency: Puget Sound Regional Council**

**Signature:** 

**Title: Director, Transportation Planning**

**Date: October 12, 1999**

**Concur**

*Note: concurrence is with understanding of Steering Committee discussion regarding meaning of "...reduce foreseeable traffic congestion...", as noted above in first line of need statement. Understood meaning is that congestion reduction expectations are realistically comparing only projected future corridor congestion levels for alternatives to be studied; quite distinct from a reduction below "today's" actual congestion level (nice dream, unrealistic objective).*

**Non-concur (Circle one)**

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov

cc: Bob Edwards, PSRC Vice President & Corridor Rep.  
Pete Beaulieu, PSRC  
Mary McCumber, PSRC



# Puget Sound Regional Council



July 28, 2000

RECEIVED  
JUL 31 2000

Michael Cummings  
Washington State Department of Transportation  
Office of Urban Mobility  
401 Second Ave. S., Suite 300  
Seattle, WA 98104-2862

Dear Mr. Cummings:

The Puget Sound Regional Council is pleased to participate as a Steering Committee member of the I-405 Corridor Program. In this important role, and as the designated Metropolitan Planning Organization (MPO) under federal transportation planning law (Transportation Equity Act for the 21<sup>st</sup> Century, TEA-21), we appreciate the opportunity now to review the four action alternatives that have been identified for further technical analysis in the Draft Environmental Impact Statement (Draft EIS).

Under the "Reinventing NEPA" (National Environmental Policy Act) pilot process employed in the I-405 Program, the Regional Council concurs with the range of alternatives presented in your request for concurrence (memorandum, July 20, 2000, Exhibit A). The completed EIS Concurrence Form is **attached**. The basis for this concurrence is briefly noted below, together with additional information relating corridor-level project implementation to regional decision-making.

## **Basis for Concurrence.**

The Regional Council concurs with the proposed range of Draft EIS alternatives because the range is sufficiently broad to enable reliable EIS analysis of potential actions that together can satisfy the goals of VISION 2020 for the I-405 corridor and particularly the included *Metropolitan Transportation Plan* (MTP). VISION 2020 is the adopted growth management, transportation and economic development strategy for the central Puget Sound region.

The proposed range of I-405 corridor alternatives is comprehensive and will support the intended technical analysis of components from which a preferred alternative can be developed for complete analysis in the programmatic Final EIS. Together with the No-Action alternative, the four action alternatives include for further specification and technical analysis a very broad range of potential actions for appropriately meeting the previously endorsed statement of "purpose and need".

I-405DEISConcurrence

Michael Cummings  
July 28, 2000  
Page 2

The outcome of the I-405 Corridor Program will enable refinement of the Regional Council's MTP as well as support related planning by several member operating agencies including Sound Transit.

**Procedures.**

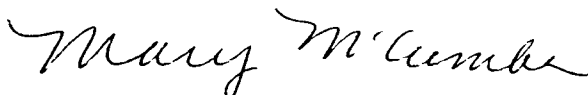
When selected for implementation, corridor projects and programs may be incorporated into the MTP and become eligible for federal funding. For information purposes, we offer the following description of how projects and programs advance through the regional planning and programming process.

Based in part on the programmatic Draft and Final EISs, capital projects/programs selected under the I-405 Corridor Program can receive Candidate (C) status in the *Metropolitan Transportation Plan* (MTP). Candidate projects/programs are eligible for planning, environmental or preliminary engineering level programming approval in the regional Transportation Improvement Program (TIP).

Later reclassification by the Regional Council Executive Board, from Candidate to Approved (A) status in the MTP, is contingent upon the project/program sponsor completing the necessary project-level and program-level reviews and approvals. Projects/programs classified as Approved (A) are distinguished by their readiness to proceed to implementation subject only to meeting specific project, programming and/or air quality requirements. The Candidate-to-Approved dimension of the MTP is set forth in the 1995 MTP (pages 88-9) and will be further developed in the MTP 2001 Update scheduled for adoption in March 2001.

Thank you for this opportunity to review and concur with the range of Draft EIS. We are confident that future Regional Council actions affecting proposed projects/programs for the I-405 Corridor will benefit from continued broad input. The Regional Council is particularly interested in the contributions of resource agencies collaborating in this "Reinventing NEPA" corridor-level pilot program and in broader regional growth management and resource management efforts.

Very truly yours,



Mary McCumber  
Executive Director

Attachment

## I-405 Corridor Program EIS Concurrence Form

Date sent: July 20, 2000

**Concurrence Point:** 1. *Draft EIS Alternatives* -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

**Agency:** Puget Sound Regional Council

**Signature:** 

**Title:** Executive Director

**Date:** July 28, 2000

**Concur**

**Non-concur**  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov





# PSRC CONCURRENCE ON I-405 PREFERRED ALTERNATIVE

April 2002

## **RECOMMENDATION TO TRANSPORTATION POLICY BOARD:**

**1**

The Transportation Policy Board should recommend the following actions to the Executive Board regarding the Preferred Alternative for the I-405 Corridor Program:

1. Concur with the I-405 Corridor Program's Preferred Alternative (PA) and Corridor Environmental Program (CEP) as currently completed at a programmatic level of environmental analysis. This concurrence includes the following findings and comments.
  - a. The PA and CEP, though not yet fully described at project-level environmental detail for modal operational and system management elements, are found to be consistent with the region's adopted transportation plan and policies contained in *Destination 2030*.
  - b. A positive air quality conformity finding has resulted from the air quality testing of the Preferred Alternative's program of projects with the *Destination 2030* plan.
  - c. For optimal policy consistency with *Destination 2030*, the Regional Council endorses and supports the I-405 Corridor Program's continued examination and development of two managed lanes on I-405, to achieve the greatest long-term system performance benefits and allow flexibility to operate express-bus high capacity transit while allowing for future conversion to high capacity transit if and when such is warranted.
  - d. The Preferred Alternative for the I-405 corridor program includes a balanced set of complex multimodal capital and operational projects and program strategies, including transit and TDM (transportation demand management). Therefore, the Regional Council supports the need to ensure that subsequent corridor program finance and implementation actions incorporate all such composite elements.
  - e. Given the extensive nature of essential construction when implementing the I-405 Corridor Program, and the many years associated with such construction, priority consideration should be given to supporting enhanced and improved transit service and HOV operations along with expanded TDM measures from the very start of corridor construction to help maximize personal travel in the corridor and mitigate the inevitable traffic delays and frustrations from construction.
2. Authorize incorporating the I-405 Preferred Alternative's program of recommended projects contained in Attachment A of the I-405 Corridor Program's "Concurrence Request" memo dated March 19, 2002 (see attached) into Appendix 9 of *Destination 2030*. Staff is directed to work with the Washington State Department of Transportation (WSDOT) to reformat the project list to be consistent with the types of project descriptions and costs in Appendix 9 of *Destination 2030*. It is understood that all such projects will continue to be Candidate projects subject to completion of appropriate requirements as included in *Destination 2030's* Appendix 6, Guidance for Plan Amendment and Capacity Investment Decisions.

## RECOMMENDATION

### FROM TRANSPORTATION POLICY BOARD TO EXECUTIVE BOARD:

[includes amendments from the TPB meeting]

2

The Transportation Policy Board recommends that the Executive Board take the following regarding the Preferred Alternative for the I-405 Corridor Program:

1. Concur with the I-405 Corridor Program's Preferred Alternative (PA) and Corridor Environmental Program (CEP) as currently completed at a programmatic level of environmental analysis. This concurrence includes the following findings and comments.
  - a. The PA and CEP, though not yet fully described at project-level environmental detail for modal operational and system management elements, are found to be consistent with the region's adopted transportation plan and policies contained in *Destination 2030*.
  - b. A positive air quality conformity finding has resulted from the air quality testing of the Preferred Alternative's program of projects with the *Destination 2030* plan.
  - c. For optimal policy consistency with *Destination 2030*, the Regional Council endorses and supports the I-405 Corridor Program's continued examination and development of two managed lanes on I-405, to achieve the greatest long-term system performance benefits and allow flexibility to operate express-bus high capacity transit while allowing for future conversion to high capacity transit if and when such is warranted. Managed lanes should be explored to identify opportunities to manage transportation demand and generate revenue to help finance the project.
  - d. The Preferred Alternative for the I-405 corridor program includes a balanced set of complex multimodal capital and operational projects and program strategies, including transit and TDM (transportation demand management). Therefore, the Regional Council supports the need to ensure that subsequent corridor program finance and implementation actions incorporate all such composite elements. Financial planning and implementation for both capital and operations for HOV, TDM and transit must be integral to the implementation of I-405 improvements.
  - e. Given the extensive nature of essential construction when implementing the I-405 Corridor Program, and the many years associated with such construction, priority consideration should be given to supporting enhanced and improved transit service and HOV operations along with expanded TDM measures from the very start of corridor construction to help maximize personal travel in the corridor and mitigate the inevitable traffic delays and frustrations from construction.
  - f. Preservation of the BNSF (Burlington Northern-Santa Fe) right-of-way should be given high priority in order to maintain the opportunity for future transportation uses or needs.
2. Authorize incorporating the I-405 Preferred Alternative's program of recommended projects contained in Attachment A of the I-405 Corridor Program's "Concurrence Request" memo dated March 19, 2002 (see attached) into Appendix 9 of *Destination 2030*. Staff is directed to work with the Washington State Department of Transportation (WSDOT) to reformat the project list to be consistent with the types of project descriptions and costs in Appendix 9 of *Destination 2030*. It is understood that all such projects will continue to be Candidate projects subject to completion of appropriate requirements as included in *Destination 2030's* Appendix 6, Guidance for Plan Amendment and Capacity Investment Decisions.

## FINAL ACTION

### **ADOPTED BY EXECUTIVE BOARD:**

(includes Executive Board amendments)

3

The Transportation Policy Board recommends that the Executive Board take the following regarding the Preferred Alternative for the I-405 Corridor Program:

1. Concur with the I-405 Corridor Program's Preferred Alternative (PA) and Corridor Environmental Program (CEP) as currently completed at a programmatic level of environmental analysis. This concurrence includes the following findings and comments.
  - a. The PA and CEP, though not yet fully described at project-level environmental detail for modal operational and system management elements, are found to be consistent with the region's adopted transportation plan and policies contained in *Destination 2030*.
  - b. A positive air quality conformity finding has resulted from the air quality testing of the Preferred Alternative's program of projects with the *Destination 2030* plan.
  - c. For optimal policy consistency with *Destination 2030*, the Regional Council endorses and supports the I-405 Corridor Program's continued examination and development of two managed lanes on I-405, to achieve the greatest long-term system performance benefits and allow flexibility to operate express-bus high capacity transit while allowing for future conversion to high capacity transit if and when such is warranted. Managed lanes should be explored to identify opportunities to manage transportation demand and generate revenue to help finance the project.
  - d. The Preferred Alternative for the I-405 corridor program includes a balanced set of complex multimodal capital and operational projects and program strategies, including transit and TDM (transportation demand management). Therefore, the Regional Council supports the need to ensure that subsequent corridor program finance and implementation actions incorporate all such composite elements. Financial planning and implementation for both capital and operations for HOV, TDM and transit must be integral to the implementation of I-405 improvements. The timing of implementation of specific elements may vary according to the type of improvements eligible for particular funding resources that become available for portions of the project. (Conlin/Okamoto)
  - e. Given the extensive nature of essential construction when implementing the I-405 Corridor Program, and the many years associated with such construction, priority consideration should be given to supporting enhanced and improved transit service and HOV operations along with expanded TDM measures from the very start of corridor construction to help maximize personal travel in the corridor and mitigate the inevitable traffic delays and frustrations from construction.
  - f. Preservation of the BNSF (Burlington Northern-Santa Fe) right-of-way should be given high priority in order to maintain the opportunity for future transportation uses or needs. Consideration should be given to the purchase of any right of way by the Burlington Northern-Santa Fe Railroad and evaluation of the corridor for extension of commuter rail and other HCT services. (Ladenburg/Williams)
2. Authorize incorporating the I-405 Preferred Alternative's program of recommended projects contained in Attachment A of the I-405 Corridor Program's "Concurrence Request" memo dated March 19, 2002 (see attached) into Appendix 9 of *Destination 2030*. Staff is directed to work with the Washington State Department of Transportation (WSDOT) to reformat the project list to be consistent with the types of project descriptions and costs in Appendix 9 of *Destination 2030*. It is understood that all such projects will continue to be Candidate projects subject to completion of appropriate

requirements as included in *Destination 2030's* Appendix 6, Guidance for Plan Amendment and Capacity Investment Decisions.

X:\TRANS\Comm\TPB\2002\04-02 April-405 CONCURRENCE\_all actions.doc

**City of Redmond**





THE CITY OF REDMOND  
PLANNING DEPARTMENT

July 27, 2000

Michael Cummings  
WSDOT Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2887

Subject: I-405 EIS Scoping Comments

Dear Mr. Cummings:

This letter serves as the City of Redmond's comments on the range of alternatives, areas of impact, and possible mitigation for the proposed I-405 EIS alternatives under consideration. Our comments are as follows:

1. In your memo of July 20, 2000, you state that a fourth alternative was added for EIS consideration in response to input from resource agencies. This alternative, the "minimalist" approach is not the fourth alternative on Attachment A to your memo, but instead is called Alternative 1. This is confusing and needs to be clarified.
2. Not all of the elements in the new fourth alternative, described in the letter of May 26, 2000, from Terry Hegy, WA Dept. of Fish and Wildlife (WDFW), the minimalist alternative, have been put into Alternative 1. For example, Hegy states that an expansion in transit service by 50% should be considered, but this is not part of Alternative 1 contained in your memo. Ms. Hegy also does not want Element 10 to be included, but it is. A new Element 14A should be included, but is not. Element 16 should also be a part of Alternate 1, but is not, while a new element described by Hegy as an option for flyovers without adding lanes is not included.
3. Please check with Ms. Hegy to see whether the elements of each of the alternatives contained in your memo, particularly the minimalist alternative, are acceptable to WDFW.
4. A bicycle/pedestrian path should be part of all four of the I-405 alternatives. This feature ties into the success of several of the elements that are part of the alternatives under consideration: the new element expanding transit by 50%,

Element 3-doubling transit service, Element 4-HCT service, Element 8-P&R capacity expansion, Element 9-transit center expansion, and ties in to parts of Elements 17-planned arterial "improvements", 18-north/south arterial expansion, and 19-upgrading arterials connecting to I-405. Plus the bicycle/pedestrian path would tie into connections to be opened shortly on SR-520, and is almost certain to be part of the recommendations coming from the Trans-Lake Study.

5. A discussion of the costs and benefits of all the alternatives is important in determining a preferred alternative. All alternatives should be analyzed to disclose the costs of ongoing safety, maintenance and ongoing expenses necessary for each alternative to function. This information when coupled with capital construction cost data will help make for a more informed decision on a preferred and final alternative, by disclosing the full capital and ongoing operating costs.
6. For each of the major elements of each of the four alternatives, the EIS must include a detailed description of these elements to aid in understanding the relative merits of each alternative. For example, the various features of Element 1, the "Moderate TDM Package" and Element 2, the "Expanded TDM Package" should be presented, to aid in discussing the feasibility of these elements. Or for Element 11, adding two additional general purpose lanes in each direction, four lanes total, on I-405.
7. For all four alternatives, each of the elements of the environment listed in WAC197-11-444 must be examined and the impacts disclosed. These environmental elements include:
  - a) The natural environment: earth, air, water, and plants and animals;
  - b) The built environment: environmental health, land and shoreline use, transportation, and public services and utilities.

Particular attention should be paid to examining the impacts to the air and water quality, including compliance with the Endangered Species Act.



Letter to Michael Cummings  
WSDOT Office of Urban Mobility  
Subject: Trans-Lake EIS Scoping Comments  
July 27, 2000  
Page 3

Should you have any questions about comments from the City of Redmond, please Don Cairns at (425) 556-2834, or Terry Marpert at (425) 556-2428.

Sincerely,

A handwritten signature in black ink, appearing to read "Roberta Lewandowski". The script is cursive and somewhat stylized.

Roberta Lewandowski  
Planning Director,  
SEPA Responsible Official



Michael C.

## I-405 Corridor Program EIS Concurrence Form

RECEIVED  
AUG 11 2000

Date sent:: July 20, 2000

Concurrence Point: 1. Draft EIS Alternatives -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency: City of Redmond

Signature: *Rosemarie M. Ives*

Title:

Date: Rosemarie M. Ives, Mayor of Redmond  
7/28/00

Concur

\*PLEASE SEE COMMENTS IN THE ATTACHED LETTER

Non-concur

(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov



RESOLUTION NO. 1138

A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF REDMOND, WASHINGTON,  
RECOMMENDING A LONG-TERM VISION  
FOR THE I-405 CORRIDOR PROGRAM.

---

WHEREAS, a Draft Environmental Impact Statement for the I-405 Corridor Program, issued on August 17, 2001, considered four alternatives and a no action alternative, and these alternatives and basic improvements to the I-405 corridor are described in more detail in the Draft EIS, and

WHEREAS, on November 16, 2001 the Executive Committee for the I-405 Corridor Program is scheduled to select a preferred recommendation on a long-term vision for the corridor, and

WHEREAS, the City of Redmond wishes to express its support for a multi-modal approach for mobility on the Eastside, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON  
HEREBY RESOLVES to support Alternative 3, with the following additional elements,  
as the preferred alternative for the I-405 Corridor Program:

- 1) Fixed-guideway high capacity transit for the entire length of I-405 should be studied concurrently with Alternative 3 to establish a more complete long-term vision for the corridor.
- 2) The concurrent study needs to consider locating fixed-guideway high capacity transit within the existing right-of-way for I-405.





**THE CITY OF REDMOND**  
PARKS AND RECREATION DEPARTMENT

May 22, 2002

May 22, 2002


Michael Cummings  
Washington State Department of Transportation  
Urban Corridors Office  
401 Second Avenue South #300  
Seattle, WA. 98014

SUBJECT: I-405 Corridor Program Fees  
Section 4(F) Consultant Regarding Welcome Park

Hi  
Dear Mike:

This letter is in regards to a telephone conversation I participated in on May 2, 2002 regarding Welcome Park that was initiated by Dennis Derickson with David Evans and Associates, Inc. Mr. Derickson indicated that he was assisting in the completion of the Final Preliminary Section 4(f) Evaluation portion of the I-405 Corridor Program Final Environmental Impact Statement (FEIS). He said that he had been requested to contact the City of Redmond to obtain additional information regarding the significance of Welcome Park as a local recreational resource. The reason for this requested inquiry is based on previously collected information, which indicated that this site undeveloped and currently unused for significant active park and recreation purposes. During this conversation another member of our staff and I confirmed that Welcome Park consisted almost entirely of unusable wetlands with no existing or planned active recreation facilities and for this reason would not be considered by our department to be a recreational resource of local significance. Please contact me if you have any questions regarding this matter.

Sincerely,

  
Roy Lehner, Park Planner  
Parks and Recreation





**City of Renton**



**I-405 Corridor Program  
EIS Concurrence Form**

RECEIVED  
DEC 16 1999

Date sent: September 29, 1999

**Concurrence Point: 1. Purpose and Need -**

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency: City of Renton

Signature:

Title: Mayor

Date: 12/14/99

*Jesse Tanner*

Attest:

*Marilyn L. Petersen*

Marilyn L. Petersen, City Clerk

**Concur**

**Non-concur**  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: ( describe here or attach)

Return to:

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov





# CITY OF RENTON

Mayor  
Jesse Tanner

September 15, 2000

RECEIVED  
SEP 20 2000

Michael Cummings, Project Manager  
WSDOT  
Office of Urban Mobility  
410 Second Avenue South, Suite 300  
Seattle, WA 98104-2862

**Subject: I-405 Corridor Program Draft EIS Alternatives**

Dear Mr. Cummings:

The City of Renton has reviewed the four alternatives to help ease congestion on the I-405 corridor, and is pleased to concur with WSDOT's alternatives for analysis purposes with seven (7) conditions as described below:

1. The City of Renton wants to make sure that accessibility of neighborhoods and communities to I-405 is emphasized in all options. Although the importance of the interstate highway for moving long distance through traffic is recognized, the corridor improvements must also recognize the increasing access needs of the communities through which I-405 passes. The Growth Management Act has brought about accelerated growth in these communities. Improvements for the long distance traveler must not come at the expense of local accessibility.
2. Portions of the I-405 corridor pass through Renton's sole source drinking water aquifer. Sensitivity of the aquifer to possible contamination must be considered in all options.
3. In order to minimize the impacts on Renton neighborhoods, improvements to I-405 should be within existing right-of-way.
4. Impacts on neighborhoods should be minimized/mitigated. Avoid anymore "takes" to Renton Hill.
5. Any final option (preferred) needs to adequately address the SR-167/I-405 interchange situation.
6. Any grade separation of Rainier Avenue/Grady Way should not impact adjacent businesses. The City relocated automobile dealerships from the downtown to this area.
7. The City may desire to limit arterial improvements along Duvall Avenue/Jones Road and 140th to five lanes.

We are looking forward to working with WSDOT staff on this regionally important corridor study. If you have any questions, please contact Sandra Meyer, Transportation Director, at (425) 430-7242.

Sincerely,

Jesse Tanner  
Mayor

00-113/GZ:mp

cc: Renton City Council  
Jay Covington  
Gregg Zimmerman  
Sandra Meyer



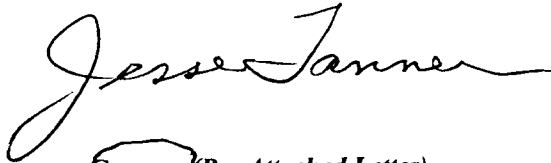
## I-405 Corridor Program EIS Concurrence Form

Date sent:: July 20, 2000

**Concurrence Point:** 1. *Draft EIS Alternatives -*

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

**Agency:**  
**Signature:**  
**Title:**  
**Date:**



Concur (Per Attached Letter)

**Non-concur**  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

- *The City of Renton concurs with the four alternatives to help ease congestion on I-405 corridor with seven (7) conditions as described in the attached letter of September 15, 2000, to Michael Cummings, project manager.*

**Return to:**

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov





APPROVED BY  
CITY COUNCIL

JAN 23 2001

CITY OF RENTON  
PUBLIC WORKS ADMIN.

Date 1-22-01

**COMMITTEE OF THE WHOLE  
COMMITTEE REPORT**

**January 22, 2001**

**I-405 CORRIDOR PROGRAM  
(Referred August 21, 2000)**

On January 22, 2001, WSDOT presented the Council with four (4) alternatives to help ease the congestion on the I-405 corridor. Alternative 1 – High Capacity Transit/TDM, alternative 2 – Transit, alternative 3 – Mixed Mode, and alternative 4 – Roadway Capacity.

The Committee of the Whole recommends that Council endorse WSDOT's Alternative Number 3 with several conditions put forth, including, but not limited to, installation of a lid over the freeway between Cedar Avenue and Renton Avenue, adequate noise walls along the corridor to mitigate impacts to neighborhoods, and noise mitigation measures for interchange ramps. The Committee further recommends that the Mayor be authorized to send a letter stating the City's endorsement with the conditions indicated and additional conditions determined by members of the Committee. The Committee directs staff to organize a public meeting in the coming weeks to provide information and accept public comment on this important project.

The Committee also recommends that Council reserve the right to change its position as more specific information becomes available on each alternative, and upon receipt and review of citizen comment and input.

  
Dan Clawson, Council President

cc: ~~Jay Covington~~  
Gregg Zimmerman  
Sandra Meyer  
Nick Afzali





RECEIVED  
FEB 13 2001

CITY OF RENTON

Mayor  
Jesse Tanner

February 8, 2001

Mike Cummings,  
Project Manager, I-405 Corridor Program  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862

**SUBJECT: I-405 CORRIDOR PROJECT PRELIMINARY PREFERRED ALTERNATIVE**

Dear Mr. Cummings:

Thank you for the I-405 Corridor Project Management Team's continued efforts to provide us with information about this complex and crucially important project.

As you know, on January 22, 2001, the Renton City Council Committee of the Whole met to consider the I-405 Project Management Team's request that the cities and other jurisdictions of standing along the corridor endorse a Preliminary Preferred project Alternative. This Preliminary Preferred Alternative will help establish a favored alternative for the preparation of the project environmental impact statement. We are also aware of the need to select a preferred alternative to improve opportunities to obtain funding appropriation from the state legislature.

These are compelling reasons to select a Preliminary Preferred Alternative for this project. However, Renton's policy makers have expressed significant reservations about endorsing an alternative so early in the process. Although environmental discipline reports have been drafted, the environmental impact statement has not yet been prepared. This document will provide information that we feel is key in arriving at the optimal I-405 Corridor improvement project. Also, we have not yet had an opportunity to present information about the alternatives to the members of our community, and to receive their comments. We have also been told that the final project may incorporate elements from several of the alternatives under study. We are concerned that selecting a Preliminary Preferred Alternative now may set processes in motion that will make it difficult to change or improve the plan in the future as more information becomes available.

Given all of these legitimate concerns, the Renton policy makers chose to endorse Alternative Number 3 as Renton's Preliminary Preferred Alternative, with conditions (the Council Committee Report is attached). These conditions are as follows:

- 1) The City of Renton reserves the right to change its position as more specific information becomes available on each alternative, and upon receipt of citizen comment and input.
- 2) As mitigation for continued encroachment and impacts on the Renton Hill neighborhood and its park areas and amenities, a lid should be installed over I-405 between the Renton Ave. S. and Cedar Ave. S. overpasses.
- 3) Adequate noise walls must be installed along the I-405 and SR 167 corridors to mitigate noise impacts on the community. Adequate noise mitigation must also be provided for improvements to the I-405/SR 167 interchange and other interchange ramps.
- 4) In recognition that the plan is to start the majority of work in the south end, consideration shall be given to the early start of work associated with the NE 44<sup>th</sup> Street interchange, the I-405/SR 167 interchange, and the SR 169 interchange.




- 5) The seven (7) conditions described in the City's September 15, 2000, letter (copy attached) are incorporated into the project to the extent physically possible.

We look forward to continuing to work with you in a cooperative and collaborative fashion on this important project.

Sincerely,

  
\_\_\_\_\_  
Jesse Tanner  
Mayor

  
\_\_\_\_\_  
Dan Clawson  
Council President

01-010/GZ:mp

cc:     Renton City Council  
         Jay Covington  
         Gregg Zimmerman  
         Marilyn Petersen

CITY OF RENTON, WASHINGTON

RESOLUTION NO. 3504

**A RESOLUTION OF THE CITY OF RENTON, WASHINGTON, AUTHORIZING THE MAYOR AND COUNCIL PRESIDENT TO SEND A LETTER OPPOSING THE SECURING OF USE OF BURLINGTON NORTHERN SANTA FE RIGHT-OF-WAY FOR PRESERVATION OF FUTURE TRANSPORTATION OPPORTUNITIES.**

WHEREAS, the I-405 Corridor Program is studying possible future transportation opportunities to relieve traffic conditions in the I-405 corridor; and

WHEREAS, the Renton Steering Committee has been participating in the I-405 Corridor Program; and

WHEREAS, the I-405 Corridor Program is preparing to name a preferred alternative; and

WHEREAS, the concept of securing the use of the Burlington Northern Santa Fe right-of-way for preservation of future transportation opportunities was a last-minute addition for alternative #3; and

WHEREAS, such addition surprised Renton Steering Committee members; and

WHEREAS, it is believed that securing use of the Burlington Northern Santa Fe right-of-way has not been adequately discussed; and

WHEREAS, the Burlington Northern Santa Fe corridor runs through the middle of downtown Renton, through the Kenndale and south Renton residential neighborhoods, and would further affect regional recreational amenities such as Gene Coulon Park and the Lake Washington trail system; and

WHEREAS, the bisecting of the City by possible fixed rail would create adverse impacts which far outweigh the incremental benefit of adding additional high-capacity transit to this rail corridor; and


WHEREAS, the City of Renton's concurrence with the I-405 Corridor Program draft EIS alternatives is premised upon seven conditions, one of which states, "in order to minimize the impact on Renton neighborhoods, improvements to I-405 should be within existing right-of-way," and this project violates that condition;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RENTON, WASHINGTON, DO RESOLVE AS FOLLOWS:

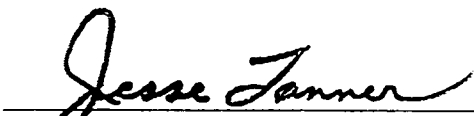
**SECTION I.** The above findings are true and correct in all respects.

**SECTION II.** The Mayor and Council President are hereby requested to send a letter to the project manager of the I-405 Corridor Program, expressing the City's displeasure, disappointment and opposition to securing use of the Burlington Northern Santa Fe right-of-way for preservation of future transportation opportunities.

PASSED BY THE CITY COUNCIL this 7th day of May, 2001.

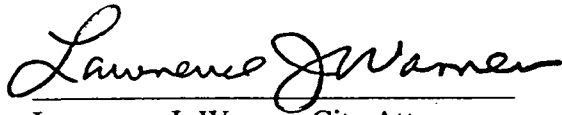
  
Michele Neumann, Deputy City Clerk

APPROVED BY THE MAYOR this 7th day of May, 2001.

  
Jesse Tanner, Mayor

RESOLUTION NO. 3504

Approved as to form:

  
\_\_\_\_\_  
Lawrence J. Warren, City Attorney

RES.848:5/2/01:ma







# CITY OF RENTON

Mayor  
Jesse Tanner

May 8, 2001

Mike Cummings  
Project Manager, I-405 Corridor Program  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862

RECEIVED  
MAY 09 2001

**SUBJECT: I-405 CORRIDOR, PRELIMINARY PREFERRED ALTERNATIVE, RENTON'S  
OPPOSITION TO SECURING USE OF THE BNSF RIGHT-OF-WAY FOR  
PRESERVATION OF FUTURE TRANSPORTATION OPPORTUNITIES**

Dear Mr. Cummings:

It is with significant disappointment that we must forward to you our opposition to the inclusion of the provision to secure use of the Burlington Northern Santa Fe (BNSF) right-of-way for "future transportation opportunities" in the I-405 Corridor Program preliminary preferred alternative. We are disappointed because this provision is a late change that was added without the exemplary degree of collaboration and regional discussion that has otherwise characterized the selection of a preliminary preferred alternative. It seems to us that this provision was more or less slipped into the mix for alternative #3 prior to the January 25 Executive Committee recommendation for a preliminary preferred alternative. Renton's Steering Committee members were taken by surprise, as were members of the Citizens Committee from the Renton area.

Our main problem with the identification of the BNSF corridor for future transportation opportunities, to include possible fixed rail HCT, is that such a use could place trains operating every eight minutes during the peak period at a maximum speed of 79 miles per hour right through the middle of Renton residential neighborhoods (specifically Kenndale and South Renton). This would create safety, livability, and access problems that would affect not only the neighborhoods, but also businesses in North Renton and the downtown core, and such regional recreational amenities as Gene Coulon Park and the Lake Washington trail system. This route would truly bisect our City, and we feel it would create adverse impacts that would far outweigh the incremental benefits of introducing high capacity transit to this rail corridor.

One of the most attractive features of preliminary preferred alternative #3 is its identification of Bus Rapid Transit (BRT) along the I-405 Corridor as its north/south high capacity transit element. We believe that BRT is superior to a fixed rail system along the BNSF corridor in that it provides far more flexibility, and it directly utilizes added freeway capacity provided by the new general-purpose lanes. The late addition of a provision to secure the use of the BNSF right-of-way for future transportation uses such as HCT would directly contradict one of the basic premises and selling points of preliminary preferred alternative #3.

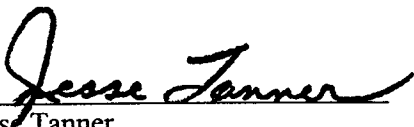
We concur with the concerns expressed in the March 8, 2001, letter to the Executive Committee by Kim Browne, President of the Kenndale Neighborhood Association (copy included). We would also like to remind you that the City of Renton's concurrence with the I-405 Corridor Program Draft EIS Alternatives is premised upon seven conditions, the third of which states "In order to minimize the impacts on Renton neighborhoods, improvements to I-405 should be within existing right-of-way" (copy of September 15, 2000, letter included).




We request that you direct the efforts of the I-405 Management Team to restoring the integrity of preliminary preferred alternative #3, and returning this alternative to its previous status of regional consensus, by removing the provision that would preserve future transportation opportunities by securing use of the BNSF right-of-way. The I-405 corridor program faces enough challenges already, in our opinion, without incorporating elements of future programs that may or may not go forward, and thereby jeopardizing regional consensus.

At their council meeting on Monday, May 7, 2001, the City Council passed Resolution No. 3504 (copy included) authorizing this letter that clearly affirms the City's opposition to the securing of use of Burlington Northern Santa Fe right-of-way for transportation purposes.

Sincerely,

  
Jesse Tanner  
Mayor

  
Dan Clawson  
City Council President

01-046:GZ:mp

cc: I-405 Corridor Executive Committee Members  
I-405 Corridor Steering Committee Members  
I-405 Corridor Citizen Committee Members  
Renton City Council  
Kim Browne, President KNA Association  
Jay Covington  
Gregg Zimmerman  
Sandra Meyer  
Nick Afzali



# CITY OF RENTON

Mayor  
Jesse Tanner

June 4, 2001

Michael Cummings  
I-405 Program Manager  
401 Second Avenue S., Suite 300  
Seattle, WA 98104

RECEIVED  
JUN 05 2001

**SUBJECT: I-405 CORRIDOR PROGRAM, PRELIMINARY PREFERRED ALTERNATIVE, RENTON'S  
OPPOSITION TO SECURING USE OF THE BNSF RIGHT-OF-WAY FOR FUTURE  
TRANSPORTATION OPPORTUNITIES**

Dear Mr. Cummings:

Thank you for your May 23, 2001, letter addressing this issue. We appreciate your efforts to distribute our May 8 letter, which expresses our opposition to securing the use of the BNSF right-of-way for future transportation uses, to the I-405 Corridor Program committees and your publication of the letter on the Program's web page.

You mention that the Executive Committee in January 2001 recommended preserving the BNSF right-of-way without opposition. This would appear to be the case, however, unlike other elements within the Preliminary Preferred Alternative, this provision appears to have been added to the package rather suddenly without much discussion or deliberation on a regional level. In fact, the City of Renton's standing Executive, Steering, and Citizen Committee members were taken by surprise by the appearance of this new element within the Preliminary Preferred Alternative. I don't wish to further belabor the question of how this element was added to the package other than to say that I hope and trust that in the future a more inclusive and deliberative process will be used for altering a proposal under review by the committees.

It is clear in your letter that the I-405 Corridor Program Management Team intends to move forward to include this element in the Preliminary Preferred Alternative. This is unfortunate. The City of Renton remains strongly opposed to this open-ended and vague provision in an otherwise clear proposal. What does "future transportation opportunities" mean? And how can the public support this when they don't know whether they would be advocating fixed rail high capacity transit or walking trails? If this feature is a page-holder for Sound Transit, which it now appears to be, it should be considered separately within the Sound Transit Phase II package. It should be removed from the I-405 Corridor Program plan.

In answer to your question, the City of Renton's opposition to the concept pertains to the segment through Renton. We are concerned about the negative impacts fixed rail high capacity transit along the BNSF corridor would have in Renton as identified in our May 8 letter. There may well be segments of this corridor outside of Renton's city limits along which fixed rail HCT or other transit systems could provide benefit without the unacceptable impacts that would occur in Renton. We would expect the other jurisdictions along the corridor to identify these impacts, and we would certainly give them the attention that they deserve, as we expect our neighbors to do regarding impacts that have been identified in Renton.

We hope this clarifies our position in regard to the question of securing use of the BNSF right-of-way for future transportation opportunities.

Sincerely,

Jesse Tanner, Mayor

01-056:GZ:mp

cc: Renton City Council  
Jay Covington  
Gregg Zimmerman  
Sandra Meyer







November 8, 2001

Mike Cummings  
Project Manager, I-405 Corridor Program  
WSDOT  
401 Second Ave. South, Suite 300  
Seattle, WA 98104-2887

**SUBJECT: I-405 PROGRAM ISSUES:**  
1) **RENTON'S RECOMMENDATION, PREFERRED ALTERNATIVE**  
2) **OPPOSITION TO SENSIBLE SOLUTIONS FOR I-405 PROPOSAL**  
3) **CONCERNS ABOUT THE LANE BALANCE OPTION**

Dear Mr. Cummings:

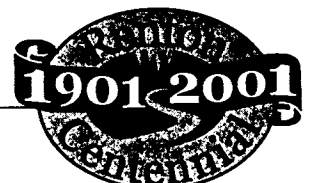
We appreciate the continued efforts of the I-405 Corridor Project Management Team to find an optimal solution to the I-405 capacity problems by obtaining regional consensus through an extensive public process. It has been a pleasure to be a participant in this process.

We are aware that the goal of the Management Team is to obtain a recommendation on a preferred alternative from the I-405 Executive Committee on November 16, 2001. Recommendation of a preferred alternative will bring us to the third concurrence point established in the I-405 Corridor Program Concurrence process. When the preferred alternative has been selected, each agency and tribe with jurisdiction (ATJ) will be asked to approve, deny, or comment on the decision at hand.

The City of Renton has conditionally approved the previous two concurrence points in the process: (1) purpose and need statement, and (2) selection of alternatives to advance for detailed study. We have also conditionally supported the Preliminary Preferred Alternative for this project that was recommended by the Executive Committee on January 25, 2001. Letters associated with Renton's conditional approvals are attached. We have now had an opportunity to review the DEIS and other information that has been provided about the program alternatives, and have heard from many of our citizens. We are, therefore, submitting to you the City of Renton's position regarding selection of a Preferred Alternative.

### **PREFERRED ALTERNATIVE**

The City of Renton supports selection of the Preliminary Preferred Alternative as recommended by the Executive Committee on January 25, 2001, as the Preferred Alternative. The conditions that we previously identified (our letter of February 8, 2001, attached) still apply to our endorsement of this alternative.



## **OPPOSITION TO SENSIBLE SOLUTIONS FOR I-405 PROPOSAL**

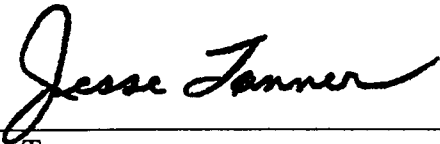
We have reviewed, and are opposed to, the Sensible Solutions for I-405 proposal. This proposal, sometimes referred to as Alternative #5, would among other things reduce the added lane proposal along I-405 to one lane in each direction, potentially a high occupancy toll (HOT) lane, and would introduce a diesel modular unit rail transit system on the BNSF rail line from Woodinville to Tukwila with high frequency service (10-15 minute headway). We have numerous concerns about this proposal that have led to our opposition. This proposal has not been subjected to the rigorous technical evaluation that the other alternatives have, and it has not been demonstrated that it will accommodate the endorsed purpose and need statement for the program. We believe that it will not. The proposal has not been evaluated in the DEIS and, therefore, its impacts have not been identified and evaluated. The impacts will be significant and severe. The introduction of the diesel modular unit rail transit element along the Burlington Northern Santa Fe corridor would divide residential communities in two and adversely impact quality of life and public safety, and would also seriously degrade access and mobility along the many at-grade street crossings in urban areas, including the downtown Renton Urban Center. Customer need and ridership for this inflexible commuter rail system proposal have not been established. The Boeing Company has stated in a letter dated October 23, 2001, "it is vital that we continue to have rail access to our Renton Plant via the Burlington Northern rail lines that run along I-405. Currently, all of our 737 and 757 fuselages are shipped by rail from Kansas to Renton. The conversion of those rail lines to another use would severely and negatively impact the viability of the Renton Plant." Introduction of this diesel modular rail transit element to the BNSF rail corridor would interfere with freight mobility, and would appear to be inimical to the interests stated by the Boeing Company. We feel that the Sensible Solutions to I-405 proposal should be discarded as an untimely distraction, and eliminated from further regional consideration.

## **CONCERNS ABOUT THE LANE BALANCING PROPOSAL**

The lane balancing concept would add lanes to the portion of I-405 between SR-167 and I-90. The most aggressive approach would introduce three lanes in both directions along this portion of the corridor. Such a proposal would impose significantly greater impacts to the neighborhoods and the environment, particularly if the lanes were to be constructed at grade. The I-405 right-of-way would have to be expanded into residential and business properties to accommodate this, and a great deal more impervious surface would be created. On the other hand, vertical stacking of lanes would add significantly to the project cost. It has not been demonstrated that the benefits of such an approach would justify the financial, community, and environmental costs. Renton would oppose a proposal to construct three lanes in each direction between SR-167 and I-90. We do recognize that the lane balancing concept is still being developed, and might in fact involve far less intrusive improvements than continuous three lanes would present. Such approaches could include revisions to collector/distributor lanes or modest improvements to specific segments of the corridor. While it might be prudent to explore such options, Renton would not support proposals we would deem to be excessively detrimental to our communities and environment.

We look forward to the continuing regional collaboration on this important program.

Sincerely,



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Jesse Tanner  
Mayor



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Dan Clawson  
City Council President

01-118/GZ:mp

cc: I-405 Corridor Executive Committee Members  
I-405 Corridor Steering Committee Members  
I-405 Corridor Citizens Committee Members  
Kim Browne, President KNA Association  
Jay Covington  
Gregg Zimmerman  
Sandra Meyer  
Nick Afzali







Jesse Tanner, Mayor

RECEIVED  
APR 30 2002

CITY OF RENTON

City Clerk  
Bonnie I. Walton

April 25, 2002

Michael Cummings  
Corridor Planning Supervisor  
Washington State Department of Transportation  
402 Second Avenue S #300  
Seattle, WA 98104-2887

Re: I-405 Corridor Program – Concurrence Point #3

Dear Mr. Cummings:

Enclosed is the signed Concurrence, Point 3, for the I-405 Corridor Program.

If you have any questions or comments concerning this matter, please feel free to contact Sandra Meyer, Transportation Systems Director at (425) 430-7242.

Thank you.

Sincerely,

Suzann D. Lombard  
Records Management Coordinator  
Enclosure

cc: Sandra Meyer (w/encl.)





**I-405 Corridor Program - Concurrence Point #3**

Date sent: March 19, 2002

**Concurrence Point:** Preferred Alternative and Mitigation Concept (CEP)

**In signing this concurrence agreement, the Agencies with Jurisdiction agree to:**

- 1.) Concur\* with the Major Elements of the I-405 Corridor Program Preferred Alternative (Attachment A), and
- 2.) Mitigation Concept (Corridor Environmental Program – CEP) (Attachment B)

**In signing this concurrence agreement, the State and Local Governments and Agencies that provide transportation services agree to:**

- 3.) Pursue in good faith amendments of transportation plans and programs in order to implement the I-405 Corridor Program's Preferred Alternative and Corridor Environmental Program.

**Agency:** CITY OF RENTON, WASHINGTON

**Signature:**

*Jesse Tanner*

**Title:** Mayor

**Date:** 4-24-2002

*Bonnie I. Walton*  
Bonnie I. Walton, City Clerk

Circle one of the below:

**Concur**

**Concur with Comment(s)**  
*Caveats as attached*

**Non-concur**

*If the agency has selected Non-concur, they must include an explanation of what should be changed so that the agency could concur. (Describe here or attach.) Please return to: Michael Cummings, WSDOT, 401 Second Avenue South, Suite 300 Seattle, WA 98104-2862, [cumminm@wsdot.wa.gov](mailto:cumminm@wsdot.wa.gov).*

\*Concurrence means:

- "Formal written determination by agencies with jurisdiction that the project information is adequate for the current phase of the process." At this phase, project information includes the Preferred Alternative Description, Corridor Environmental Program, PFEIS and Early Action Environmental Mitigation Decision Making Process.
- "Concurrence means that the project may proceed to the next phase without modification. Agencies agree not to revisit previous concurrence unless there is substantial new information, or substantial changes have been made to the project, the environment, laws and/or regulations."
- "Agencies will have the option to comment on elements of the project at the appropriate points in the process."
  - (a) Agencies with jurisdiction will participate in additional project level environmental review under NEPA and SEPA and all applicable laws and regulations at a greater level of detail.
  - (b) WSDOT will continue to coordinate with agencies with jurisdiction and others implementing "Early Action" and other project level mitigation measures.
  - (c) Concurrence on the Major Elements of the I-405 Corridor Program Preferred Alternative does not indicate individual project concurrence.
- "It is not intended that concurrence means that a permit will be issued-just that the project information for the current phase is adequate." Agencies with jurisdiction will retain full permitting authority and the ability to condition or deny future project permits and approve or disapprove associated mitigation measures.

(Language in quotations is directly from Re-Invent NEPA definition of "Concurrence.")

## **I-405 Corridor Project Concurrence Point #3 Conditions of Approval**

All previous requirements and comments communicated to WSDOT and the I-405 Corridor Management Team remain in effect. This includes all concurrence point information, expertise report comments, Preliminary Draft Environmental Impact Statement comments, and Draft Environmental Impact Statement comments.

Other comments to note at this concurrence point include:

- 1) All arterial improvements previously identified as part of the Program within the Renton area including: a) the north/south arterial of Duvall/Coal Creek Parkway with a connection to Maple Valley Highway, b) the east/west arterial of SW 43rd Street/Carr/Petrovitsky Road, and c) SW 27th Street/Strander Blvd. from SR-167 to West Valley Highway will be eligible for funding as part of a cooperative partnership.
- 2) The planned SW 27th Street interchange at SR-167 is identified as a fully funded WSDOT project as part of the I-405 Corridor Program. The NE 44th Street interchange is identified as a partially funded project as part of the I-405 Corridor program.
- 3) The Rainier Avenue/Grady Way intersection continues to need further evaluation and serious consideration in finalizing the SR-167/I-405 interchange improvement. WSDOT must work with the City to assure that any improvement to the interchange is compatible with the Rainier Avenue/Grady Way intersection operations and that operations are improved as a result of the improvement to the SR-167/I-405 interchange. Economic development considerations must be considered in any solution and coordinated with and approved, by the City.
- 4) The Sound Transit capital program and routing needs must be confirmed and found to be compatible with the I-405 Corridor Program. The City must be involved in this assessment and agree to all Sound Transit capital investments. Current voter approved capital investments include two HOV direct access interchanges (or equivalent). Three express bus routes as defined in the approved plan must be provided. Potential Sound Transit bus routes could include N, 6th Street/Logan Avenue or Park Avenue/S 2nd and S 3rd Streets, and Rainier Avenue. As identified, these streets and others identified to the south need to be recognized as eligible for partnering in the securement of grants.
- 5) The lane balancing proposal will potentially add hill climbing and/or collector distributor lanes to portions of the I-405 corridor between SR-169 and I-90. Additional lanes in this area beyond the two general purpose lanes in each direction

within the Preferred Alternative will create larger impacts to residential communities in Renton, particularly the Kenndale neighborhood. Such proposals, if seriously pursued must demonstrate transportation benefits to the I-405 corridor and be designed in a way to avoid, limit, minimize, and mitigate impacts to the neighborhoods to an acceptable level as determined by the City.

- 6) Noise impacts are of concern to the City. The preferred alternative must be demonstrated to not increase noise in the corridor by including sufficient mitigation to keep noise levels at or below current levels.
- 7) Although the Watershed Based Mitigation concept may be a reasonable approach to mitigation for the project impacts, some impacts may have to be mitigated for on-site and cannot be mitigated for offsite. The floodplain, increased quantity of runoff, water quality impacts, groundwater, some fish habitat and wetland impacts may have to be mitigated for on-site, if the impacts to the local jurisdiction are too great to be allowed for mitigation on a watershed (WRIA) level.



# I-405 Corridor Program EIS Concurrence Form

RECEIVED  
JUL 24 2000

Date sent:: July 20, 2000

**Concurrence Point:** 1. *Draft EIS Alternatives -*

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency: *City of Tukwila*  
Signature: *Garnes & Moreau, PE*  
Title: *Director of Public Works*  
Date: *7.19.2000*

☒ Concur

☐ Non-concur  
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

**Return to:**

Michael Cummings  
WSDOT  
Office of Urban Mobility  
401 Second Avenue South, Suite 300  
Seattle, WA 98104-2862  
cumminm@wsdot.wa.gov

